The Commercial Car Journal

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Special Shop Equipment Exhibits Again *Will* Feature National *and* Sectional Automobile Shows

EXHIBITS of shop equipment in action will again be features of the national automobile shows in New York and Chicago and similar displays will be found in sectional shows in other cities as indicated on the accompanying list. Fifty-six makers of shop equipment will demonstrate their products at the New York show and at the Chicago show a corresponding section will contain the products of 42 manufacturers.

These exhibits provide dealers, service managers and others interested in providing maintenance facilities for truck and bus owners with an opportunity to see the latest developments in shop equipment and maintenance methods with a minimum of time and of travel.

How to keep down prices to customers and at the same time make a profit in the service department is a major problem in management. Greater output from the shop, more production per mechanic, better quality of workmanship and reduction of idle time of vehicles are among means to this end which are being used by alert executives.

Shop equipment plays an important role in the solution of this problem and a visit to the nearest automobile show equipment display will be made by many not as a sightseeing tour but with the definite purpose of finding out what changes and betterments can be made by adoption of some of the new things shown.

As the service manager usually makes the selection of equipment, whether or not he has the authority to make the investment, he has a particular interest in shop equipment exhibits. A large assortment of items may be examined conveniently in a show without the loss of time which would be required otherwise to hunt up each item.

The importance of attending a shop equipment exhibit was brought home to a service manager shortly after show season this year. His superior attended one of the show equipment displays and came away thoroughly sold on the general idea of better shop equipment. Returning to the office the branch manager called the service manager and told him that the shop must be modernized at once and that he would be expected to make recommendations as to the number, type and make of equipment items necessary for the purpose. The service manager had been "too busy" to visit the show and to meet the request of the branch manager he spent the better part of several days driving about the city looking up shop equipment. He was surprised that the show had convinced his branch manager that more equipment was needed—an idea he had not been able to put over.

There is a further responsibility, to be informed concerning the latest ideas in shop equipment and methods, resting upon dealers. Many of their customers look to them for advice when contemplating the purchase of shop equipment. Questions as to type of car washer, make of air compressor, sort of garage jack best suited to an owner's needs are frequently asked. Fortified by a visit to a shop equipment display an up-to-minute answer may be given.—J. W. C.

SPECIAL shop equipment exhibits will feature the national automobile shows in New York and Chicago, and the sectional shows in

Milwaukee, Philadelphia, Cincinnati, Baltimore, Cleveland, Detroit, Montreal, Scranton, Harrisburg, San Francisco, Washington, Columbus, St. Louis, Kansas City, Chattanooga, Boston and other cities.

They present an unparalleled opportunity for the trade to see and study the latest shop equipment. Make a careful examination of these exhibits a part of your trip through the show.

Descriptions of some of the shop equipment to be exhibited at the shows will be found on pages 23 to 26 in this issue.

The New Ford 1½-Ton

A 40 hp. 4-Cylinder Engine, Multiple Disk Clutch, Three-Speed Transmission, Four-Wheel Brakes and Single Rear Wheels, Price $460

By James W. Cottrell

TRUCK models rated at 1½-tons with single rear wheels and 2½-tons capacity with dual rear wheels are included in the new line of the Ford Motor Co. Four-wheel brakes, worm-drive rear axles, torque tube drive, cantilever rear springs, and welded steel spoke wheels are used on both models which are practically identical except for rear wheel equipment. The powerplant is the same as that embodied in the new passenger cars, consisting of a four-cylinder 3⅞ by 4¼ in. engine with battery-distributor ignition and oil and water pumps, multiple disk clutch and three speed sliding gear transmission. An additional two speed auxiliary transmission is offered at extra cost. Front axle, front wheel brakes and steering gear are substantially the same as the passenger car units.

Wheelbase of the truck models is 131½ in. compared with 124 in. on the former truck. The rear axle is similar to the unit formerly used and the necessity extension of the power line is accomplished by use of an enclosed imtermediate propeller shaft. The auxiliary transmission when supplied is placed back of the regular unit and in place of the front part of the intermediate propeller shaft.

The 17-leaf rear springs are located outside the frame rails and are shackled to the frame at the front end and pass below the trunnion mounting on the side of the frame. Connection with the rear axle housing is made by a split member which encircles the housing.

The rear axle which is of three-quarter floating type embodies two axle housing halves bolted together and an over-mounted worm with double external adjustments. Standard gear ratio is 5 to 1.

The rear wheel brake drums, which are 14 in. diameter, enclose internal brakes of the rigid-shoe type. Two shoes are used in each brake and they are divided on a horizontal line with the operating cam at the front and the adjustable anchorage at the rear.

The frame has an overall length of 171 5/16 in. and the depth is 6 in. with flange width of 2¾ in.

The wheels have welded steel spokes and integral rims, and the spokes do not cross as is the case with wire wheels. Tires are straight side cords 30 by 5 in. on the front and 32 by 6 in. on the rear. Rear tire sizes for the dual wheel 2½-ton jobs have not as yet been determined.

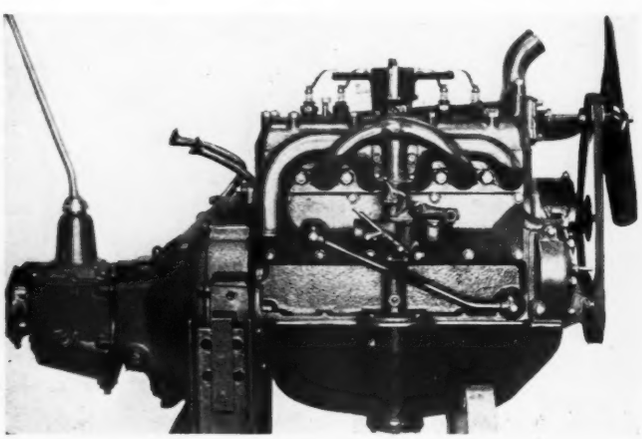
An enclosed cab and express, stake and platform bodies are available. Cabs are all steel and are finished in imitation leather and the doors which are equipped with crank window regulators are similar to those used on the passenger cars.

The express body is all steel except the floor and sills which are of seasoned wood. This body is 7 ft. 2 in. long and 4 ft. wide, while the stake body measures 8 ft. 1½ in. inside length and 5 ft. 8 in. width, the racks extending 26 in. above the floor.

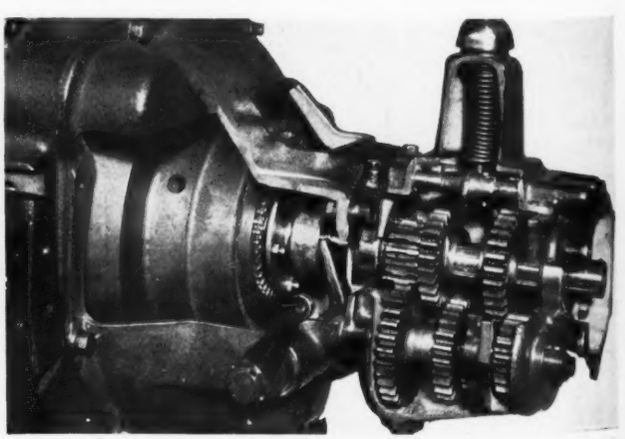
Distance from the back of the cab to the rear of the frame is approximately 81½ in. and from back of cab to center of rear axle about 52 in. The height of the frame is approximately 31 in. at the rear and 27½ in. at the rear of the cab. The frame tapers outward from the rear, being about 33½ in. wide at the cab and 40½ in. at the rear end.

The dual transmission which is offered as added equipment is of the planetary type and is provided with a power take-off gear for use with hoists. It provides in low a reduction of about 1/3 in the ratios of the three speed unit.

Standard equipment of the chassis includes Houdaille shock absorbers on the front, dash gasoline

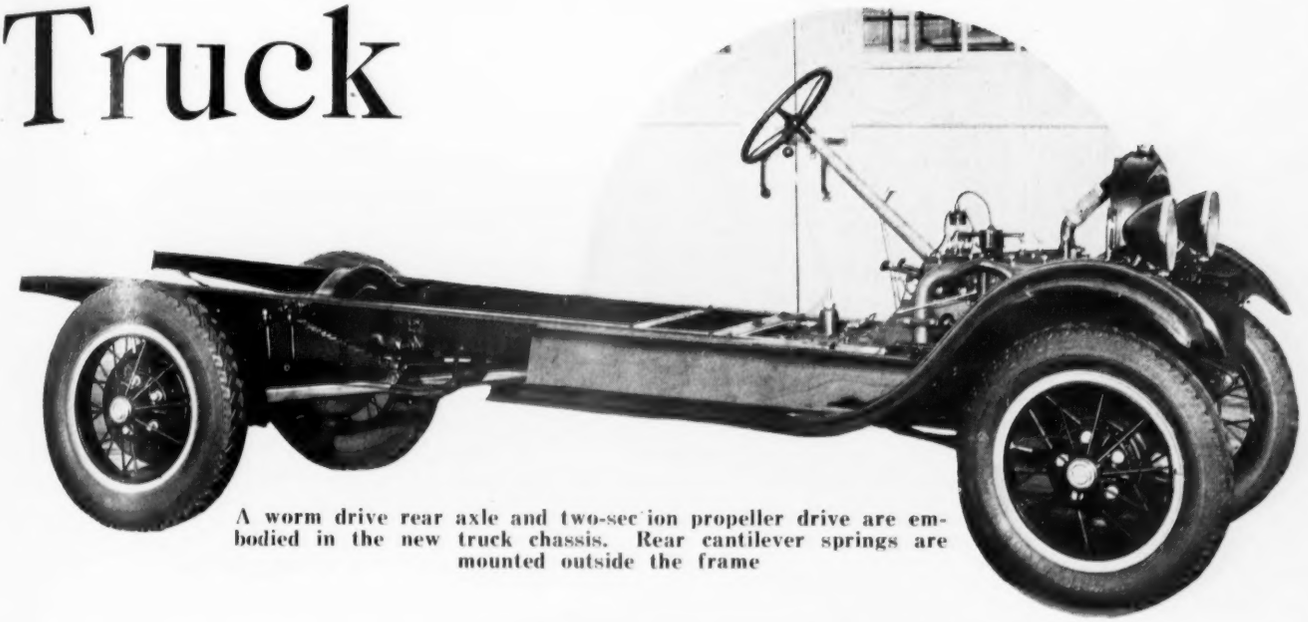


Absence of wiring features the new engine



Cut-away view of clutch and transmission

Truck



A worm drive rear axle and two-section propeller drive are embodied in the new truck chassis. Rear cantilever springs are mounted outside the frame

gage which is float operated from the tank mounted in the cowl, electric starter, generator and lights, ignition lock grounding the distributor, windshield wiper, rear-view mirror, dash lamp, combination stop and tail lamp, grease gun for high pressure lubrication of the chassis, a spare wheel and the usual total equipment including jack and jump.

Turning radius of the truck is 21 ft. and the road clearance under the axle 9 3/16 in.

The new engine is markedly different from the former Model T unit. The cylinder block is integral with the crankcase and a detachable pressed steel oil pan is bolted to it.

The crankshaft has four circular crank cheeks, one adjacent to the front main bearing, rear main bearing and at each side of the center main bearing. The cheeks between the first and second and between the third and fourth throws are unusually heavy. The shaft is statically and dynamically balanced. Main bearings are of babbitt, the top backed in the cast iron case and the lower in steel caps. The rear bearing controls end play.

The camshaft drive is through a bakelized fabric gear with helical teeth. Mushroom tappets are used, the guides being integral with the cylinder casting. Valves are of chrome-nickel alloy with the lower end cone-shaped and removable guides are employed.

The engine lubrication system is of the modified circulating splash type. A pump located in the bottom of the oilpan and driven by a vertical shaft discharges into the valve chamber and overflow is carried through an external pipe bolted to the valve cover plate and discharged into troughs under the connecting rods. The level of the oil in valve chamber is such that the tappets are practically submerged. The main bearings are oiled by gravity feed through passages leading from the valve chamber reservoir.

Connecting rods are provided with dippers which splash oil from the troughs to all parts of the engine requiring lubrication. Camshaft bearings have spiral grooves in the surface to assist in lubrication. Oil capacity is 5 qt.

A centrifugal pump and fan unit are used in the cooling system. The assembly is mounted in the removable cylinder head and is driven by the fan belt. The water pump bearing is of the sleeve type while a roller bearing is used in the fan mounting. The belt is V-type of 5/8 in. width. A shroud is used to enclose the fan. Adjustment of the fan belt is by swinging the generator which is driven by the same belt.

A special Ford-Zenith carburetor is used with gravity feed from a 10-gal. tank built into the cowl. The inlet manifold is of the ramshorn type with a hot spot.

The battery distributor is driven from the upper end of the vertical shaft on which the pump is mounted and is placed above the cylinder head between the second and third cylinders. An electrolock is fitted to the distributor which grounds the ignition when the switch is turned off. The single coil is attached to the front of the dash and a six-volt 80 amp. hp. battery is supplied.

The most noticeable feature of the ignition is the absence of spark plug

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Specifications

ENGINE. Four cylinder L-head, 3¾ by 4¼ in. 200.5 cu. in. piston displacement, developing 40 hp. at 2200 r.p.m. Formula hp. 24.03.

CRANKSHAFT. Three main bearings 1¾ in. diameter, length rear 3¼ in., others 2 in.

CAMSHAFT. Five bearings 1 9/16 in. diameter, length from front to rear; 1¼ in., ⅞ in., 2 in., ⅞ in., 1 in.

COOLING. Centifrugal water pump and fan on same shaft mounted in cylinder head. Two blade propeller type fan 16 in. diameter.

VALVES. Chrome nickel alloy, removable valve guides, stem diameter 5/16 in.

CONNECTING RODS. Steel forging of + section, lower bearing babbitt, 1½ in. diameter and 1¾ in. long. Center to center length 7½ in., weight 22 oz.

PISTON PINS. Hollow, 1 in. diameter, floating and retained by wire spring lock.

PISTON. Length 3 29/32 in., weight 17¾ oz. aluminum. 3 rings.

CARBURETOR. 1 in. vertical outlet, Zenith. Choke and adjustment on dash.

IGNITION. Battery-distributor on vertical shaft, manual advance of 20 degrees.

LUBRICATION. Pump circulation to valve chamber, gravity feed to main bearings, overflow to troughs under connecting rods, splash from dippers to engine parts. Bayonet type level gage. Capacity 5 qt.

STARTER. Mounted on left side of clutch housing. Bendix drive.

GENERATOR. Powerhouse design driven by fan belt.

CLUTCH. Multiple disk, four driving and five driven disks mounted in flywheel.

TRANSMISSION. Three speed selective sliding gear. Gears and shafts chrome alloy steel heat treated. Main shaft on ball bearings, countershaft in roller bearings. Auxiliary planetary type giving reduction of 1/3 in ratio when in low, optional.

GASOLINE FEED. Gravity from 10 gal. tank integral with cowl.

REAR AXLE. Worm drive three-quarter floating, ratio 5 to 1.

FRONT AXLE. Chrome alloy steel forging, reverse Elliot type.

SPRINGS. Front, transverse with 12 leaves shackled at each end. Rear, cantilever, 17 leaves.

BRAKES. Four mechanically operated two-shoe internal. Front brake drums 11 in. diameter, rear brake drum 14 in. diameter. Total braking surface 262 sq. in. Pedal and hand lever operate all four brakes.

WHEELS. Welded steel spoke construction, straight side tires, front 30 by 5, rear 32 by 6. Dual tires to be used on rear of 2½-ton model, size not determined.

WHEELBASE. 131½ in.

TREAD. 56 in.

ROAD CLEARANCE. 9 13/16 in.

PRICE. 1½-ton chassis $460, with cab $545, express body $600, stake body $610, platform body $595.

Road Show *Will* Stimu*late* Equipment Sales

1928 Highway Expenditures Will Be Bigger Than Ever—Large Sums to Be Spent for New Automotive Equipment

THE annual good roads exposition in Cleveland will include a representative display of the most modern equipment developed by the automotive industry. It will mirror the development of practically every type of machinery pertaining to the construction of modern highways, which is available today.

Engineers, officials and contractors attending will be afforded an opportunity to see and compare in a few days the latest developments of road equipment and materials as produced by over 300 manufacturers. Not only will they get first hand information as to the latest available equipment in all classifications, but a better understanding of the relationship that all these products bear to each other as well as a better conception of the importance of correct application to specific operation for securing maximum performance.

The truck trade should take advantage of the sales opportunity created by the interest and enthusiasm engendered by this show. After a week spent examining exhibits and talking to manufacturers, road builders will return with their minds full of the possibilities of the equipment they have seen. They will be thinking

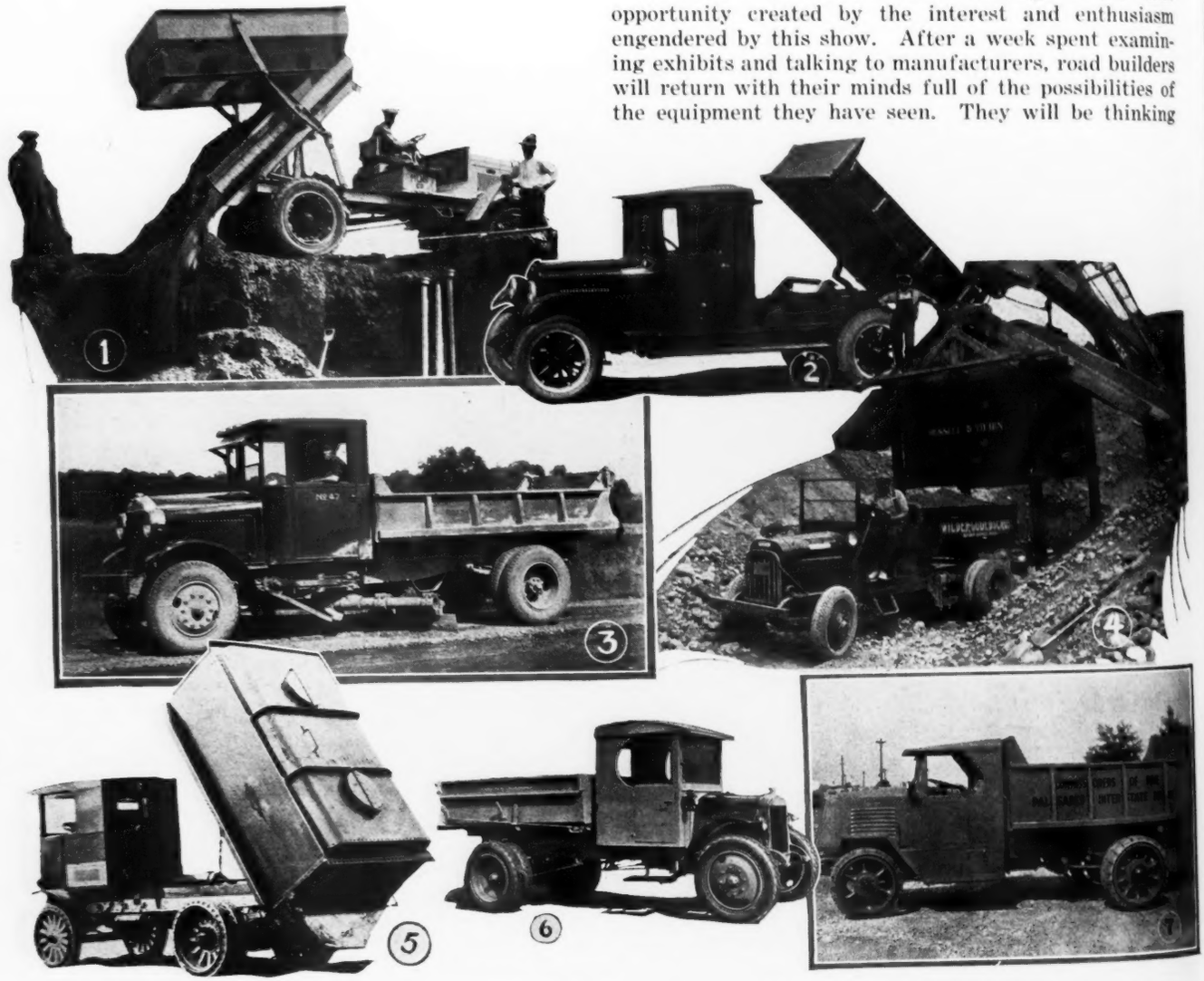


Fig. 1—Hug truck with ready mix dump body and St. Paul hydraulic hoist. Fig. 2—Chevrolet one-ton truck with Wood type G-1 hydraulic hoist and J-1 all-purpose body. Fig. 3—Republic 25 WB, three-ton model with road scraper. Fig. 4—Federal model T-20, two-ton Roadbuilder with gravity dump body. Fig. 5—Five-ton Autocar equipped with a special body for shipping loose cement. Fig. 6—Schacht 3½-ton, 132-in. wheelbase, Roadmaker. Fig. 7—Indiana 41 Big Steve model

late Truck

road building equipment and the trade will find it profitable to capitalize this fact by following up this class of buyers aggressively and promptly.

The annual convention and exposition of the American Road Builders' Association, to be held in Cleveland the week of Jan. 9, 1928, again focuses the truck industry's attention on one of its largest vocational markets. The motor truck, and road-building equipment designed for use with it, will be one of the important features of the show which will be attended by engineers, officials and contractors from all parts of the country as well as by a large number of representatives of our industry.

The economic importance and necessity of highways to the continued prosperity of the country, is today fully recognized both by the people and the government. This is testified to by the phenomenal growth of our highway system, the large sums of money annually appropriated by federal, state and local governments for future construction and maintenance and the tremendous number of registrations, which continually are reaching new levels as the highway program expands.

The total highway mileage in the United States is

(Turn to page 32, please)

1928 Highway Expenditures to be Larger Than in 1927

	1927	1928
Alabama	$9,000,000	$12,000,000
Arizona	5,650,000	.....
Arkansas	15,500,000	15,500,000
California	15,000,000	20,000,000
Colorado	4,500,000	4,500,000
Connecticut	.....	.....
Delaware	2,150,000	2,150,000
Florida	21,000,000	17,000,000
Georgia	.....	.....
Idaho	2,600,000	3,200,000
Illinois	25,000,000	40,000,000
Indiana	15,000,000	13,000,000
Iowa	12,032,620	28,300,000
Kansas	13,800,000	13,000,000
Kentucky	12,000,000	11,000,000
Louisiana	.....	.....
Maine	9,000,000	9,000,000
Maryland	.....	.....
Massachusetts	14,000,000	14,000,000
Michigan	4,910,000	.....
Minnesota	17,000,000	17,000,000
Mississippi	4,500,000	5,000,000
Montana	2,250,000	2,500,000
Nebraska	8,000,000	5,000,000
Nevada	1,500,000	1,500,000
New Hampshire	7,750,000	10,500,000
New Jersey	.....	.....
New Mexico	4,000,000	.....
New York	40,000,000	40,000,000
North Carolina	16,000,000	13,400,000
North Dakota	3,250,000	4,000,000
Ohio	40,000,000	40,000,000
Oklahoma	6,500,000	7,500,000
Oregon	15,000,000	15,000,000
Pennsylvania	47,000,000	50,000,000
Rhode Island	3,200,000	3,200,000
South Carolina	12,000,000	20,000,000
South Dakota	10,460,000	10,300,000
Tennessee	15,000,000	16,000,000
Texas	.....	.....
Utah	2,500,000	2,500,000
Vermont	.....	.....
Virginia	.....	.....
Washington	.....	.....
West Virginia	22,088,885	13,400,000
Wisconsin	20,000,000	20,000,000
Wyoming	4,500,000	4,000,000
	$499,641,505	$516,450,000

The above totals do not represent all money to be expended on highways as in many cases expenditures for local and municipal roads are not included.

Totals given are estimates obtained by Commercial Car Journal from the Highway Departments of the various states. Where no estimates are given, they were unobtainable at this time.

Fig. 8—Universal crane, mounted on a five-ton truck equipped with Universal crawler. Fig. 9—Browning truck crane. Fig. 10—Fruehauf heavy duty drop frame trailer. Fig. 11—White 51-A, 2½-ton model with two batch dump truck. Fig. 12—Mack 5-ton model AC with Auto Educator water-tight body. Fig. 13—Mack truck with a Differential three-way dump body and telescoping screw hoist

Shop House Organ Builds Maintenance Division Morale

Value of Team-work Shown by Sports and Mutual Aid Activities

Albert L. Douglas, Philadelphia district service manager and editor of the Philadelphia Mack Service News

BELIEVING that pride in an establishment and a spirit of comradeship are essential for the best interests of an organization, Albert L. Douglas, district service manager of the Mack-International Motor Truck Co., for the Philadelphia district, has achieved much in this line by sponsoring a house organ, the "Philadelphia Mack Service News," and a mutual aid association which includes most of the personnel in its membership.

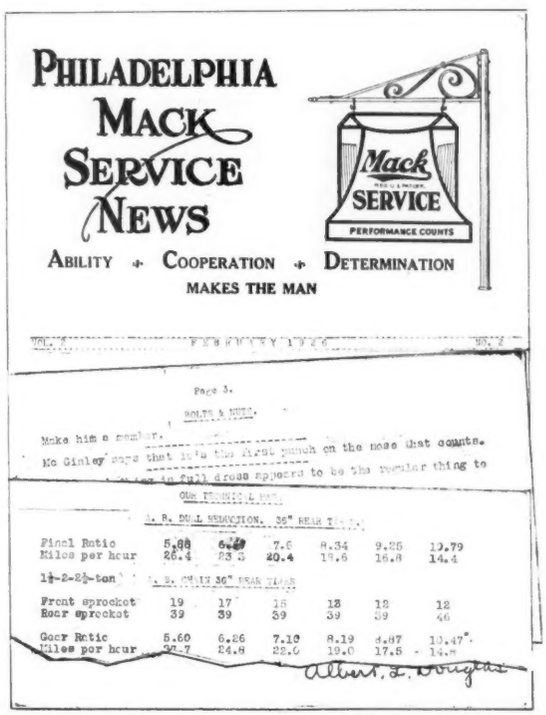
The Service News which is edited by Mr. Douglas is a four-page mimeographed pamphlet which is issued once a month to all of the employees of the service establishments in the district. The first page is devoted to an editorial of an inspirational nature by Mr. Douglas and the second page to general news of the branches in the district and of the mutual aid association. The third page known as "Bolts and Nuts" is devoted to personal items, happenings about the shop, jokes and notes about accomplishments and mistakes of individuals. The fourth page is devoted to technical subjects dealing with the design and construction of Mack trucks and buses, tables of clearances and adjustments and general service information.

The mutual aid association is a corporation duly chartered under the laws of Pennsylvania. Each member pays dues of 10 cents a week and is entitled to sick benefit of $1.00 per day. The income is supplemented by profits made on an annual ball. In addition to the regular benefits the aid association gives presents to members when funds are available for distribution. A turkey has been given to each member in good standing for Christmas—a welcome and unexpected gift.

A baseball team is supported by the association and keen interest is displayed in the results of the games played by the team with rival nines. Scores are posted in the shop on Monday mornings following the games, which are usually played on Saturdays.

The business affairs of the mutual aid association are administered by five directors who are elected annually by vote of the members. The directors in turn elect the officers. Mr. Douglas has been chosen president of the corporation and has served in that capacity for two years.

Group insurance paying a $1,000 death benefit is carried by the company on all employees and this is in addition to the state workmen's compensation awards for death or disability incurred during employment and payments made to members by the mutual aid association.


PHILADELPHIA MACK SERVICE NEWS

ABILITY + COOPERATION + DETERMINATION MAKES THE MAN

Mack SERVICE PERFORMANCE COUNTS

Page 3.

BOLTS & NUTS.

Make him a member.

Mc Ginley says that it's the first punch on the nose that counts.

Final Ratio	5.88	6.[illegible]	7.6	8.34	9.25	10.79
Miles per hour	26.4	23.5	20.4	18.6	16.8	14.4
1½-2-2½-ton	U. S. CHAIN 36" REAR TIRES					
Front sprocket	19	17	15	18	18	18
Rear sprocket	39	39	39	39	39	46
Gear Ratio	5.60	6.26	7.10	8.19	4.87	10.47
Miles per hour	27.7	24.8	22.0	19.0	17.5	14.7

Albert L. Douglas

Sections of the four-page service news bulletin issued monthly by the Mack Philadelphia district

Comments in the Service News are a constant incentive to avoid mistakes and to give better service. Mechanics are kept on their toes by deserved praise for meritorious work and good natured kidding for avoidable errors. The operation of the mutual aid has brought about an increase in interest in the welfare of the organization and a better realization of the value of teamwork, according to Mr. Douglas, who finds his efforts in building personnel good-will well rewarded.

An eight team bowling league which meets each Wednesday night was inaugurated last November. Teams are formed from these groups: drivers, salesmen, office, Frankford branch, shop supervision, shop, Bridgeport branch and All-Stars. The league has inspired keen rivalry between the sections.

N. A. C. C. Suggests Organization Plans

for Unification of Truck Associations and Individual Owners Into a Centralized National Association

By Edward F. Loomis

(Secretary, National Motor Truck Committee, National Automobile Chamber of Commerce)

MR. LOOMIS, in the November issue of COMMERCIAL CAR JOURNAL, asked if it would be desirable for the truck industry to establish some means of pooling operating information and protecting an industry of 2,000,000 component units by making it articulate.

He also drew some comparisons between railroad and motor truck operation, pointing out disparities between the organization and efficiencies of these two transportation industries.

Observation contained in this and the November article are based on the results of an analysis conducted by the National Automobile Chamber of Commerce on the character and extent of truck operation throughout the country.

COMMERCIAL CAR JOURNAL presenting this matter as one for discussion, will welcome comments from its readers on any phase of the coordinating efforts discussed in this, Mr. Loomis' second article.

FOUR remedies suggest themselves for solution to the questions asked by the writer in the previous issue of COMMERCIAL CAR JOURNAL relative to the need for further cooperative action by operators to protect the common interest of truck owners.

The questions asked were as follows:

Would it not be a desirable thing for the truck industry to establish—

1. Some means of pooling operating information in the hope of gradually raising, through education, the average skill and intelligence applied to truck operation; and
2. Something that will enable an industry of 2,000,000 operators to state its case, and resist enemies, with the vigor and intelligence the railroads have acquired?

Before outlining these remedies, which include Governmental Regulation, Bureau of Truck Economies, Federation of Motor Truck Clubs, and National Truck Owners' Association, it would be well to review and analyze what is being done for the truck operator by numerous organizations and agencies.

We have today in existence some 40 state and local truck owners' organizations, and several national in name, and to some extent national in character. Without minimizing their importance, and with full realization of essential work many of them are doing, and doing well, there are certain observations about their apparent present inability to provide the solution to the problem confronting truck owners.

In the first place, average membership in these associations may run as high as 200 truck operators, each out of a potential constituency of thousands of operators.

Many of them have membership limited to one or two types of operators, though having association names indicating that they represent the entire truck operating industry of their city or state. Few of them have attracted large membership or sufficient financial backing to handle adequately the most obvious and pressing problems of their members.

Many of them function only during times of legislative stress. Many are managed by secretaries and a few devoted leaders who, over periods of years, have had a measure of success in dealing with legislation far disproportionate to their size.

In the aggregate, however, this group of organizations has not been able to stem the tide of public hostility to the truck, expressed in higher and higher taxation, and regulations and instructions of ever increasing severity.

Few of them have developed programs of activities that completely meet the needs of the operator, aside from work on legislation, which often seem too intangible to the truck man to attract his interest.

Other important work for the truck operator is handled by the Truck Division of the National Automobile Chamber of Commerce. Despite its value, it may or may not constitute as close attention to the operators' problem as they desire, or should have, both from the operators' and manufacturers' points of view. Certainly, from the viewpoint of the public, the voice of the transportation agency itself as the directly interested party is of far more consequence than that of the purveyor of its equipment.

The Motor Vehicle Conference committee makes a close study of all legislation that affects trucks. Under its set-up, it has the machinery by which the cooperation of all automotive groups may be obtained on legislative matters. Unfortunately truck operators have not recognized national association with branches in all states, and machinery is therefore not available for the selection of competent truck members of this committee in each state.

The United States Bureau of Public Roads has recognized continuously the economic value of building highways for commercial as well as pleasure traffic. It has constantly encouraged highway construction that will

permit a large measure of truck use, during a time when the validity of spending public funds for such a purpose was under sharp attack. It has made analyses of truck traffic that have for the first time given us an accurate idea of how the bulk of trucks are used.

The facts the Bureau has developed and its insistence upon a program of permanent highway construction are of incalculable value to the truck operating industry.

While all the activities reviewed are valuable, they do not appear to offer the solution for which we are looking. Let us, therefore, consider the first of the four possible remedies suggested at the outset of this article —Governmental Regulation.

For some years there has been a demand that truck operators handling freight be compelled to submit to public regulation similar in character to that imposed upon steam railroads and interurban trolley lines. This argument has a certain superficial appearance of validity, and in a number of states laws have been passed compelling common carrier truck operators to apply for certificates of public convenience and necessity, and submit their vehicles, rates and routes to public supervision.

While this movement has been in progress competition in hauling has been so strenuous that it has occurred to some truck owners that regulation which would keep irresponsible and "gyp" operators out of business would be desirable, and accordingly in some states both railroads and groups of truck operators have been found supporting legislation designed to regulate the truck. Varying types of this regulation for trucks is in force now in 28 states.

Protection Desirable

From the point of view of the professional hauler, any protection thus obtainable is certainly desirable. There is little evidence, however, that any of the laws passed in these 28 states have provided any great measure of protection—certainly not enough in most instances, to compensate for the disadvantages in special taxation and in submission to public authority.

Reasons for this are simple. In the first place, railroad regulation was originally unitive in character, enacted as the result of public clamor for protection against discrimination in rates and between cities or localities. No such demand for truck regulation has been heard from the public, and yet the identical and rigorous forms of regulation imposed on railroads for misbehavior have been saddled on the truck.

In the second place, the truck business has remained preponderantly private in character, and not subject to regulation. With 82 per cent of trucks privately owned, 11 per cent owned by those operating under contract, the remaining 7 per cent in the public haulage business never can stabilize, through regulation, their rates on services on a basis of high or even moderately high return. To try to do so merely diverts traffic to the privately-owned or contract-hauler truck.

Latterly, public regulation of railroads has been designed to build up and protect the business. How this can be done for the truck, until some way of jumping the hurdle of private and contract-hauler ownership, is not clear.

Lack of uniformity in accounting methods, and both inferentially and actually, lack of adequate knowledge of truck costs, combine to make truck operation far from an exact science.

With the exception of some of our larger fleet operators the truck industry has taken it for granted that there are too many variables in cost to make it worth while to try to set up standards.

Under similar operating conditions, costs vary as between makes of trucks and sizes of trucks for carrying the same merchandise.

With identical makes and sizes of trucks, costs vary under different operating conditions, such as pavement, grades of highway and density of traffic.

Under identical operating conditions, and with identical types of equipment, costs vary with different types of drivers and methods of maintenance.

And finally, with costs standardized under conditions of identity completely established, they are of a value purely relative to the service rendered. Truck service at high operating cost may be relatively cheaper to the shipper whose business demands immediate deliveries than truck service at low operating cost to a shipper to whom saving of time is not an important factor. This is only one example of uncounted hundreds illustrating that truck operating cost is important only in relation to the economics of its service.

Despite the complexity of the truck cost situation, it is impossible to believe that it will not eventually be studied and charted in all its ramifications. The establishment of a Bureau of Truck Economics, supported by truck owners and truck manufacturers, is suggested as one remedy for present conditions.

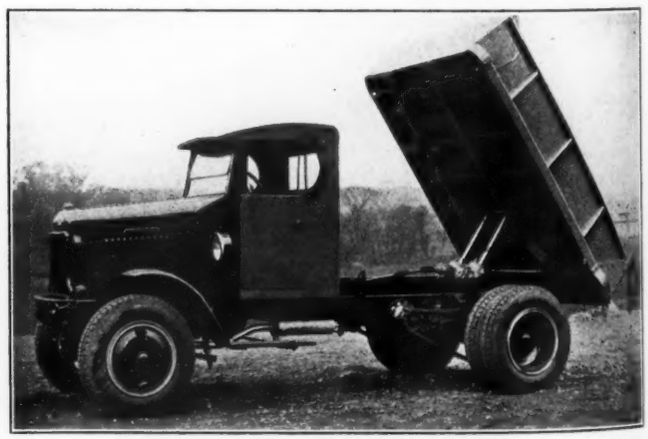
Another possible solution suggested as a cure for some of the ills from which the truck is suffering is a conference of State Truck Associations. Different associations are carrying out different programs, have developed varying methods, and have attracted to membership a varying clientele among types of operators.

The ideal answer to present conditions would be found, in the writer's belief, in the formation of a National Truck Association, supplemented by a Bureau of Truck Economics. To accomplish this, present inertia of a large portion of the truck owners must be broken down by the hearty cooperation of the entire truck trade.

Definite and visible assistance to the truck operator intended to save him money, remove annoyance, fight impositions, and the like, must be provided before the great majority of owners will join an organization.

The intangible benefits arising from unity and cooperation, though tremendous, are not sufficient to arouse the truck owner's interest.

Truck organizations in many states are providing important special services of value. In the aggregate all these services, if provided to the members of each truck club, would be immensely worth while. A program combining the best can easily be prepared, and with proper cooperation, can be made effective.



A high dumping angle of 55 degrees and a low mounting height are obtained by this application of the Heil twin-cylinder hoist to the new International Harvester chain drive truck. The power take-off is also Heil with direct drive to the hoist

C. C. J. Shop Ideas

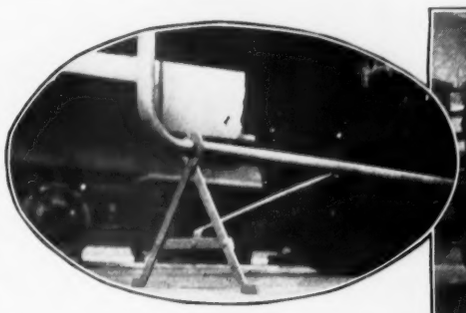
THIS page is designed primarily to help service station repairmen in effecting economies in time, labor and money. Salesmen, however, can also profit by scanning over these practical hints.

The average buyer today is more conversant with the important details of truck operation and maintenance than ever before. A money-saving idea will often result in a sale.

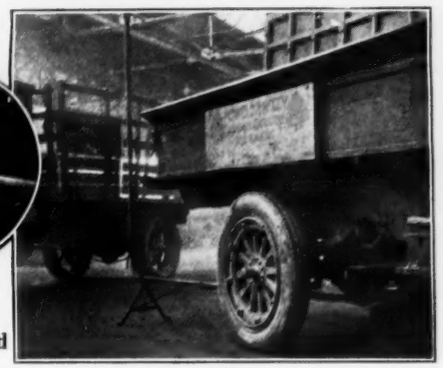
Readers have secured many valuable suggestions from the series of ideas published. We want more useful hints and will pay $5 for each new idea accepted. Give exact dimensions of parts to be made to enable other readers to duplicate the device.

Overhead Exhaust Outlet

FLEXIBLE metal tubing, commonly used for conducting exhaust from engines being tested indoors to the outside air, cannot be used to advantage in large service shops where work is done in the center of the floor. Discharging the exhaust overhead has been found an effective measure in the Philadelphia branch service station of the White company. Portable discharge pipes are used which were made in the company's shop. Each discharge unit consists of an L-shaped piece of steel tubing supported at the corner of the bend by two legs which are braced by a diagonal piece of steel welded to the pipe. Connection with the muffler tail pipe is made by a section of worn-out hose. The exhaust is discharged about eight feet from the floor and is quickly dissipated by the overhead ventilation of the shop.



Two-leg support for end of L-shaped exhaust pipe



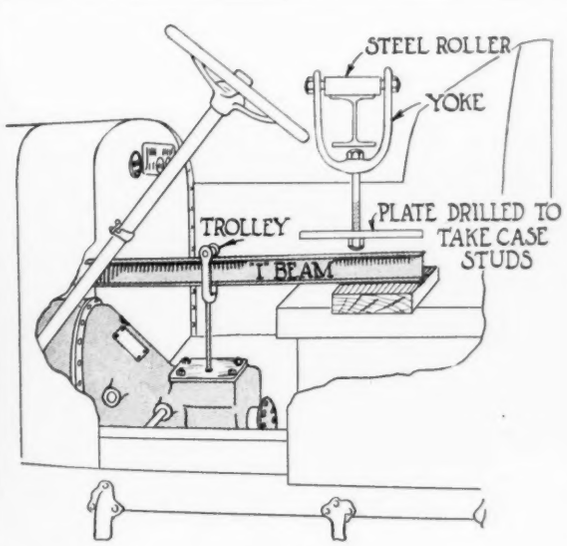
Exhaust is discharged overhead to protect mechanics

Water-Cooled Drill

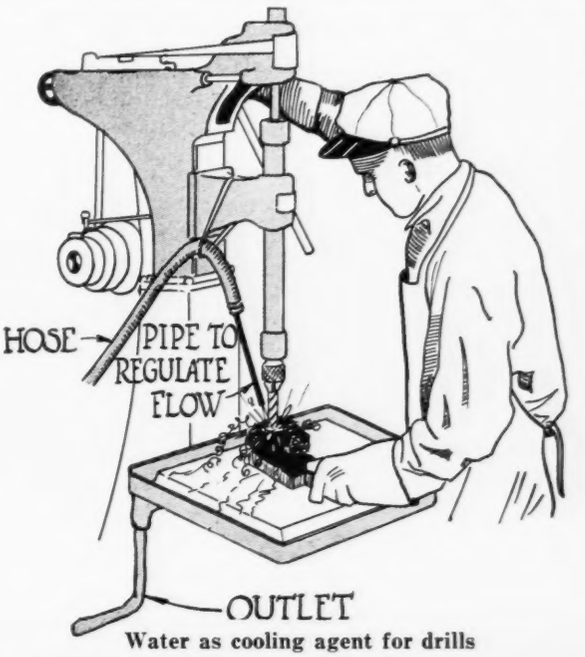
WATER-COOLING a drill prevents breakage to a large degree, according to C. G. Vollmer, assistant superintendent, Tech Food Products Co., Pittsburgh, Pa. Water is supplied to the drill by a hose and drainage is arranged by a shallow trough fastened to the drill table and another hose. Carelessness of mechanics in suppling oil to the drill caused a search for a substitute for oil.

Transmission Removal Support

REMOVAL of transmissions is expedited by arranging a support for the unit as it is being withdrawn from the flywheel housing as illustrated. A light I-beam is supported with blocking at the rear and with a single block on the top of the flywheel housing at the other end. A yoke is made from a piece of strap iron with a bolt and piece of pipe forming a roller. A long bolt with a thread several inches long fits in a hole in the bottom of the yoke and a nut provides for vertical adjustment. The transmission is supported by a dummy cover or a cross-piece, either of which is attached by the cover bolts or studs. In use the nut in the yoke is tightened just enough to take up the weight of the transmission and the unit can then be moved back far enough to clear the flywheel.—Peter Seiboldt, Philadelphia.



Transmission removal is made easier by use of overhead support



Water as cooling agent for drills

Salesmen Need Leadership *and* Not Bunk *or* Coercion

Reo Sales Volume in Detroit Shows Effects of Substituting Round-Table Discussions for Old-Fashioned Pep Meetings

By D. G. Baird

ASKED what one thing more than any other has been responsible for improving their sales force and bringing an increased volume, many sales managers are uncertain; there is no one thing, they will say, but rather a combination of many things that has brought results for them.

Not so George W. Thomas, who has charge of the Speed Wagon department of Reo Michigan Sales, at Detroit, however. Thomas knows exactly what has been chiefly responsible for the considerable success he has enjoyed since he was made sales manager nearly five years ago. That one thing, he says, has been his plan of encouraging salesmen to think for themselves and solve their own problems wherever possible.

The genesis of this idea goes back to a realization that the methods employed by some high-pressure sales managers defeat their own purpose, but this is Thomas' story and should be devoted to a discussion of what he considers right methods, rather than to the questionable methods employed by some others.

"We don't use a club any more; the stone age is past, you know," he said. "Instead, we take the position that our salesmen are intelligent, energetic, conscientious men who are anxious to do the right thing. They need leadership and encouragement, but they don't need any bunk or coercion. That being the case, we have substituted the round-table discussion for the old-fashioned pep meeting and friendly cooperation for the unreasonable attitude of 'get results or you're no good.'

"In other words, we ask them what obstacles they are encountering, then find out whether others are meeting the same obstacles and if so, what they are doing to overcome them. If they can help one another solve their own problems, that is much better than for me to hand them a lot of superior advice as to how they should do it. Similarly, if they can correct one another's faults by friendly criticism, that is more effective than for me to tell them all their shortcomings. I undertake to be the leader and instructor, rather than the driver and critic.

"For example, when we first introduced this plan, we found that many salesmen placed too much emphasis on getting the order; that they were thinking more about selling a truck than about being of service to the prospect in helping him meet his transportation problems. I could have got up in the sales meeting and made a big speech on the subject, telling them just where and why they were wrong and what to do about it, and it would have done little or no good. Salesmen are too accustomed to the ravings of paternal sales managers who think the sales meeting was made especially for them and that their chief duty is to provide pep in copious quantities.

"So instead of lecturing them on the subject, I had one of them demonstrate a sale and asked the other to criticise his methods in a constructive way. Then I had a stenographer take down one of the men's sales talks and type it to show up the faults. I didn't point out these faults myself, understand; I had the talk typed so the salesmen, including the one who made the talk, would see the faults themselves, which they readily did. We kept that up until the men themselves, with a little direction, of course, had polished off the rough spots of each phase of the selling process. Now we are not selling trucks so much as we are assisting our prospects in solving their motor transport problems. In the meantime, we continue to improve on our methods by taking up special phases of the work. Perhaps the bottling season is just opening and one of the salesmen has been assigned a prospect in this line to canvass the next day; we'll have him demonstrate the approach to such a prospect, then the other salesmen will offer constructive criticisms and suggestions and we'll all agree on what we think the very best approach to make to this prospect.

"Then we tackle specific problems in the same way. Jones reports that he is finding the difference in price between the Speed Wagon and a lighter truck that sells for several hundred dollars less a considerable obstacle. Asked what he is doing to overcome this resistance, he gives the rather obvious reply that he tries to convince

George W. Thomas, commercial car sales manager of Reo Michigan Sales, Detroit, reviewing the high-lights brought out by his salesmen at one of their regular semi-monthly meetings

Encouragement

the prospect that our product is a better value than the other, regardless of the difference in price. That is good as far as it goes, of course, but it doesn't go far enough, as is obvious from the fact that Jones is losing a lot of sales.

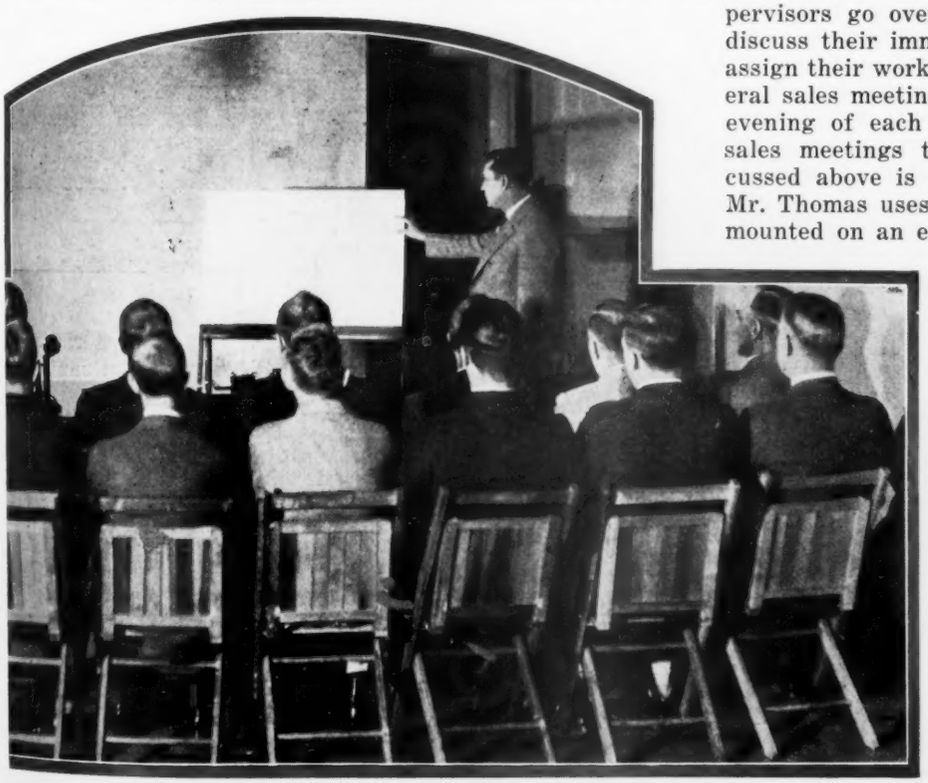
"We bring this up at the sales meeting and ask individual salesmen whether they are meeting this obstacle and if so, what they are doing to overcome it. Brown tells us that he has a way of minimizing the difference in price by reducing it to cents instead of hundreds of dollars. In the first place, he explains, most people buy trucks on time payments, paying about a third down and the balance in 12 payments. There is usually a trade-in, too, and this reduces the amount of the down-payment to where it is only $200 or so more than for the other truck. That helps a lot, but then instead of talking about that and the total amount of the unpaid balance, he reduces the balance to so much a day—say 70 cents—and asks his prospect: 'For a mere 70 cents a day difference, wouldn't you much prefer to buy a Speed Wagon, which so exactly meets your requirements, rather than some other equipment that isn't quite what you need?'

"That sounds like a good plan and Brown says it works well, but we want to know what the other salesmen are doing about the problem, so we call on Smith. He has a plan, too, and that is to study the prospect's plant equipment, compare it with cheaper equipment of the same kind, ask the prospect why he didn't buy the cheaper equipment, then make the application; he bought the best plant equipment because it is more economical in the long run, has larger capacity, is more reliable, and so on—he should choose a Speed Wagon in preference to a cheaper truck for the same reasons.

"By the time we get a report from each salesman, we have a number of splendid plans for meeting this resistance and every salesman on the force is a better salesman than before.

Reo Michigan Sales employs 14 salesmen, two of whom are district supervisors, and divides them into two groups, one of which takes one side of the city, the other the other. There is a meeting of supervisors and salesmen each morning, at which time the supervisors go over their salesmen's work sheets, discuss their immediate problems with them and assign their work for the day, then there is a general sales meeting on the first and third Monday evening of each month. It is at these general sales meetings that the educational work discussed above is undertaken. At these meetings Mr. Thomas uses a pad of paper about 3 x 4 ft., mounted on an easel, on which to high-light the points brought out and emphasize the most important features. The hours are 7.30 to 9, but the interest and enthusiasm usually are so great that the lights have to be turned out on them about ten!

The problems outlined above are all specific ones that have actually been threshed out by the salesmen in this way and Mr. Thomas gives many examples of direct sales that have resulted. Suffice to say that these men are averaging better than a truck a day at present.



The Huddle

ONE of the outstanding developments in football in recent years has been the quite general adoption of the "huddle" system of giving signals instead of having the quarterback call out a string of numbers. Something of the same idea is used to advantage by the Reo Michigan Sales Co.

The sales force is divided into two groups each in charge of a supervisor. Every morning before starting out on the day's work, each group figuratively goes into a "huddle" with its supervisor at which time the job to be done is planned and discussed. Each day's sales offensive thus is planned just as in the "huddle" of the football field the next offensive play is decided upon.

The Characteristics

History of Federal Control Over merce Indicates Importance

IN the last decade motor transportation service has definitely and vigorously become a factor in the transportation field. In doing so, and in seeking to protect its business and acquire rights, it has become involved in a curious situation.

The older transportation agencies, as a means of self-protection, in some cases have sought to hamper trucks and buses by asking the public to throw about them the same regulations in respect to the right to do business, and in respect to rates, routes, accounting methods, taxation, etc., as placed on themselves.

Most bus owners, and some professional truck haulers, seeing other transportation agencies given protection in the form of regulated monopolies, have voluntarily asked for public regulation, and have obtained it in many states, although there has been no real demand for such regulation from the public as there was in the case of the older transportation agencies.

Results of motor carrier regulation thus far indicate that aside from the right to do business conveyed in the "certificate of public convenience and necessity," the rest of the restrictions have been generally inoperative. Since there was no public demand for rate regulation for buses, when the law was passed, this has become a formality which consists usually of filing tariffs with the state public utility commission, which automatically approves and then forgets about them.

Certificates enabling operators to do business have become a matter of vital concern, however, and are frequently denied. The phrase "public convenience and necessity" has become a matter of first importance, particularly since there has entered into the situation a varied measure of consideration of the interest of rail carriers and a tendency to consider the bus as one factor only in the whole intricate transportation fabric. Public utility commissions are now frequently interpreting "public convenience and necessity" in respect to buses with consideration for rail carriers and often attempt to strike an equation which will take care of the riding desires of the public, the enterprise of the pioneer, the investment in other transportation lines, and sometimes even the fact that the public and savings banks own railroad bonds, and the fact that railroad property pays a good deal in taxes. It must be a difficult task for any commission to decide daily questions which economists would hesitate to answer.

Accordingly, there can be little wonder that they have developed about as many different interpretations of "public convenience and necessity" as there are state laws requiring that it be shown, and as there are commissions and courts passing on them.

Ever since the Buck decision on March 3, 1925, when the Supreme Court of the United States ruled that the state regulatory bodies could not require interstate motor bus operators to submit to state regulation, there has been a demand for the passage of a federal act to regulate interstate buses. Very little demand, except from rail carriers, has been heard for truck regulation, probably due to unsatisfactory experience in the failure of state truck laws to become effective.

It is expected that the present Congress will devote some time to consideration of a bus law, and it is likely that there will be a thorough analysis of state legislation dealing with the bus, including some review, and possibly an attempt further to define what "public convenience and necessity" should mean when applied to the bus.

Various bills for federal bus regulation have all contained devices for throwing as much of the regulation as possible upon the state regulatory bodies, acting as joint agents with the Interstate Commerce Commission, of Congress. Eventually, however, it may not be possible to avoid federal control with power lodged at Washington, under the theory that state regulation, even of purely intrastate business, must not be inconsistent with federal practice or precedent.

However this may eventuate, unusual importance is attached to present proposals for federal bus regulation. Further confirmation of this is found in the fact that it has been a characteristic of federal regulation to grow and develop, rather than to remain static.

Some interesting light on federal regulation in general is contained in an address on "The Characteristics of Federal Regulation" delivered by H. S. Bennion, director, Department of Engineering, National Electric Light Association, at the Pennsylvania Electric Association convention at Bedford Springs, Pa. The address represents opposition to federal regulation of power lines, but contains factors which should be considered by the bus industry while it is shaping plans for lasting and far-reaching action by Congress.

"Most of the increase in number of federal agencies is due to so-called 'progressive legislation'," said Mr. Bennion. "Some of this legislation has proven genuinely constructive and part of the growth has been healthy; but, on the whole, a temporary need for straightening out a tangle or an isolated abuse is pictured as presaging a major tendency, necessitating the setting up of altogether new administrative machinery.

The present Congress is expected to con tions and most bus operators feel that some tation is desirable. In view of the history state commerce, COMMERCIAL CAR JOURNAL cautiously and in making recommendations, of federal control that will hamper the nat respects, is still in its infancy. Moreover, effort should be made to make the actual simple as possible, so that bus operators will increase costs and interfere unnecessarily

# of Federal Regulation

Various Forms of Interstate Com- of Proceeding With Caution

"The principal characteristics of federal regulatory bodies may be set down as follows:

A tendency to grow and expand beyond the conception of their creators.

A willingness to concern themselves with factors not properly within their province.

A jealous regard for the limits of the sector of federal jurisdiction committed to their guardianship.

Deliberate procedure.

A fair-minded, remote, uninterested viewpoint.

Honesty of purpose.

Permanence in office of the staff personnel.

Reasonably competent technical staffs."

"The principal characteristics of the personnel of these bodies are:

A disposition on the part of the higher officials to proceed very cautiously at the first sign of controversy,

sider a law regulating interstate bus opera- legislation covering this form of transpor- of federal regulation of other forms of inter- believes that the industry should proceed be sure that it is not making possible a type ural growth of a business which, in many keeping the desired results in mind, every workings of the regulatory legislation as not be saddled with complications that will with management.

being particularly sensitive to all protests, however inconsequential or beside the point at issue.

An indisposition on the part of these officials to go contrary to advice or recommendation of their staff assistants."

"In the average case of staff members, a lack of initiative, a tendency to proceed with comfortable deliberation, and a limited concern for the interests or convenience of parties having dealings with the federal body.

"The most noteworthy characteristic of the federal regulatory body is its tendency to reach out and grow. Whatever may have been the reason for legislation setting up any new governmental agency, its subsequent record amply warrants the conclusion that once an enabling act is passed, a steady growth follows.

"This tendency toward unjustified growth manifested by the majority of federal agencies created by Congress is a most serious factor and must be reckoned with whenever legislation contemplating the creation of a new activity is under consideration. Like the weather, it is something that is always being complained of but no one seems to be doing anything about it. Both major political parties regularly decry the growth of government in business, the evils of bureaucracy and the encroachment of the Federal Government on state rights, but the legislative mills go on grinding out new federal activities and once these are started, our combined executive and legislative machine seems to be powerless to control their future growth.

"The willingness of federal bodies to concern themselves with factors not properly under their jurisdiction is a characteristic of serious import to private enterprise subject to regulation by such bodies because this means that adverse interests of no matter what nature can make use of the federal body to obstruct or delay. It becomes a weapon in their hands.

"The tendency of federal regulatory bodies to extend their scope to unforeseen limits and to grow to unexpected proportions argues strongly against creating new federal functions or agencies, unless the necessity therefor is clearly and positively established. This means that not only must the issue be real but it must be large. It demonstrates the need for serious opposition, unless the need be fully demonstrated, to the comparatively recent habit of creating new agencies instead of utilizing existing ones.

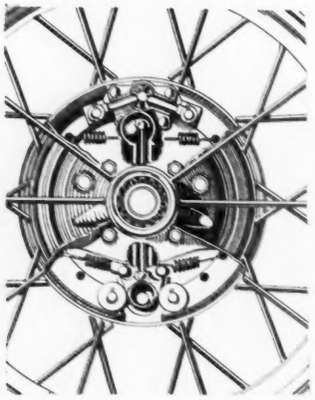
"Raising the question of jurisdiction should be avoided if possible. Where such questions are involved, the greatest latitude will be obtained by proceeding prudently but without raising the issue, waiting for the federal government to raise it if its interests are genuinely affected.

"If it is certain or probable that a proposed undertaking will involve dealings with the federal government, early account of the fact should be taken. Expensive delay may be avoided by becoming acquainted with the appropriate federal regulations so that plans prepared will conform reasonably thereto and all data collected which may be needed to satisfy their requirements. Ample time should be allowed for negotiations, perhaps two or three times as much as might seem necessary as judged by experiences with state bodies.

"The federal habit of listening to complaints from all species of opposition to an undertaking should be recognized and, so far as practical, steps should be made in advance to forestall these complaints.

"The unusual request, the demand for something new or different is almost sure to experience heart-breaking delays. Perhaps Congressional authority must be procured before a bureau will feel justified in acting on such cases. The party desiring such action must be well fortified in every way, particularly in persistence.

"If the foregoing rules of conduct are followed with reasonable care, the legitimate and adequately financed enterprise becoming subject to the control of federal bureaus will find the situation much more tolerable than would first appear, but, at best, it will be burdensome and destructive of initiative and adaptability. Because of the size of our country, it cannot be otherwise. And the weight of this burden falls on every one."



Detail of the front wheel brake

The New Ford 1½-Ton Truck

(Continued from page 11)

wires. The distributor cap is extended fore and aft over the cylinder head and the spark plug leads are formed in it. Short brass strips connect the plug materials and the ends of the leads. Spark plugs are ⅞-18 instead of ½ in. formerly used and are located over the inlet valves.

The generator is mounted on the left side of the engine and is pivoted at the bottom and held in position against the fan belt by an adjustable link. In appearance it is noticeably shorter and of larger diameter than usual. It is equipped with two ball bearings and the commutator overhangs the inner bearing. Regulation is by third-brush and four main brushes are employed. The reverse current relay is attached to the generator cover.

Clutch and transmission are similar in design to units used in the Lincoln car. The transmission case is separate from the clutch housing and is bolted to it. Anti-friction bearings are used throughout except in the reverse idler gear, the main shaft being supported on ball bearings with a roller bearing pilot, while the countershaft assembly includes roller bearings. The clutch runs dry.

The front wheel brakes have drums 11 in. in diameter and like the rear brakes have two rigid shoes. The brake shaft is mounted on the spring perch and it actuates a plunger enclosed in the hollow spindle bolt which in turn operates a wedge forcing the ends of the shoes apart. The front shoes are vertical and the adjustment of the anchored ends is at the top.

The worm and sector steering gear has a reduction of 11¼ to 1. The gear housing is a steel forging and is welded to the steering column. The worm shaft is fitted with a ball thrust bearing and ball and socket joints are used in the steering linkage.

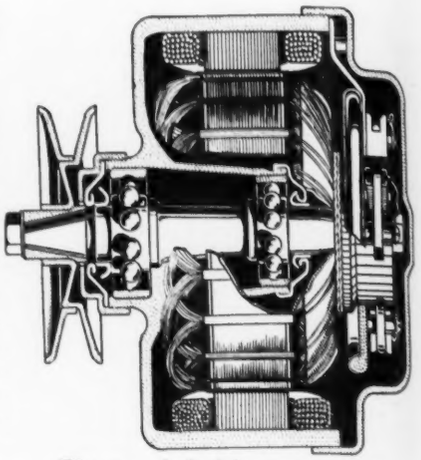
The transverse front spring is of the same type as that employed on the Model T and is 1¾ in. wide. The front axle curves downward in the center and is of the reverse-Elliott type. The section from the spring perches outward is much heavier than in the center to take care of the torque reaction of the front wheel brakes. The king pins have bronze bushings for upper and lower bearings and a Timken thrust bearing is used.

The front radius rod has a yoke at the end of each side, one end of the yoke being placed above the axle and the other below it. The rod is of much heavier section than the one formerly used. The rear of the rod is of U-shape and is attached to the lower part of the clutch housing.

In addition to the front wheel brake shaft and the radius rod yokes the spring perches also are connected with the arms of the Houdaille shock absorbers, the latter being bolted to the frame side rails at a point to the rear of the front axle.

The muffler is much longer than that used on the Model T and is tapered and fitted with a tail pipe of relatively large diameter.

The passenger car chassis, which is listed at $325, has a wheelbase of 103½ in. It is equipped with a three-quarter floating rear axle with torque tube drive. The pinion shaft is supported by double taper roller bearings and the axle shafts are mounted on taper roller bearings at the inner ends and Hyatt bearings are used outside the axle housing ends. Axle shafts are of manganese steel and the differential side gears are made integral with them. Spiral bevel gears are used, the pinion having 10 teeth and the ring gear 37, giving a ratio of 3.7 to 1.



The new belt-driven generator

The axle assembly consists of the central housing and two side members bolted to it. The torque tube is bolted to the front. The speedometer drive is by gear from the front end of the torque tube. The forward end of the torque tube is attached to the end of the transmission by a ball cap made in two pieces.

The passenger car chassis is equipped with welded steel spoke wheels with drop center rims mounting 30 by 4.50 tires.

Commercial Car Journal *Flat Rate Price List Springs*

Trucks here listed have types of spring construction which makes necessary separate listing of operations for each. Prices for other trucks will be given in our next issue. Prices are for labor only.

Armleder

1. Tighten all spring clips (U-bolts)	$ .75
2. Renew one clip, front	.75
(B) Renew one clip, rear	1.50
4. Renew front spring bolts and bushings on front spring	3.00
5. Renew spring and bracket bolts and bushings on one front spring after spring has been removed	
7. Renew spring center bolt, front	1.50
8. Renew spring center bolt, rear	1.50
9. Remove and reinstall or renew one front spring	2.25
10. Remove and reinstall or renew one rear spring	3.00

F.W.D.

1. Tighten all spring clips (U-bolts)	$ 1.50
2. Renew one clip, front	.70
(B) Renew one clip, rear	1.15
4. Renew all spring and bracket bolts and bushings on all springs	12.00
5. Renew spring and bracket bolts and bushings on one front spring after spring has been removed	1.15
6. Renew spring and bracket bolts and bushings on one rear spring after spring has been removed	1.15
7. Renew spring center bolt, front	2.65
8. Renew spring center bolt, rear	2.65
9. Remove and reinstall or renew one front spring	1.90
10. Remove and reinstall or renew one rear spring	1.90

Garford 30-20

1. Tighten all spring clips (U-bolts)	$ .50
2. Renew one clip, front	.50
(B) Renew one clip, rear	.50
3. Adjust side play in all shackles	3.00
4. Renew all spring and bracket bolts and bushings on all springs	9.00
5. Renew spring and bracket bolts and bushings on one front spring after spring has been removed	1.50
6. Renew spring and bracket bolts and bushings on one rear spring after spring has been removed	$ 1.50
7. Renew spring center bolt, front	.50
8. Renew spring center bolt, rear	.75
9. Remove and reinstall or renew one front spring	2.25
10. Remove and reinstall or renew one rear spring	3.00

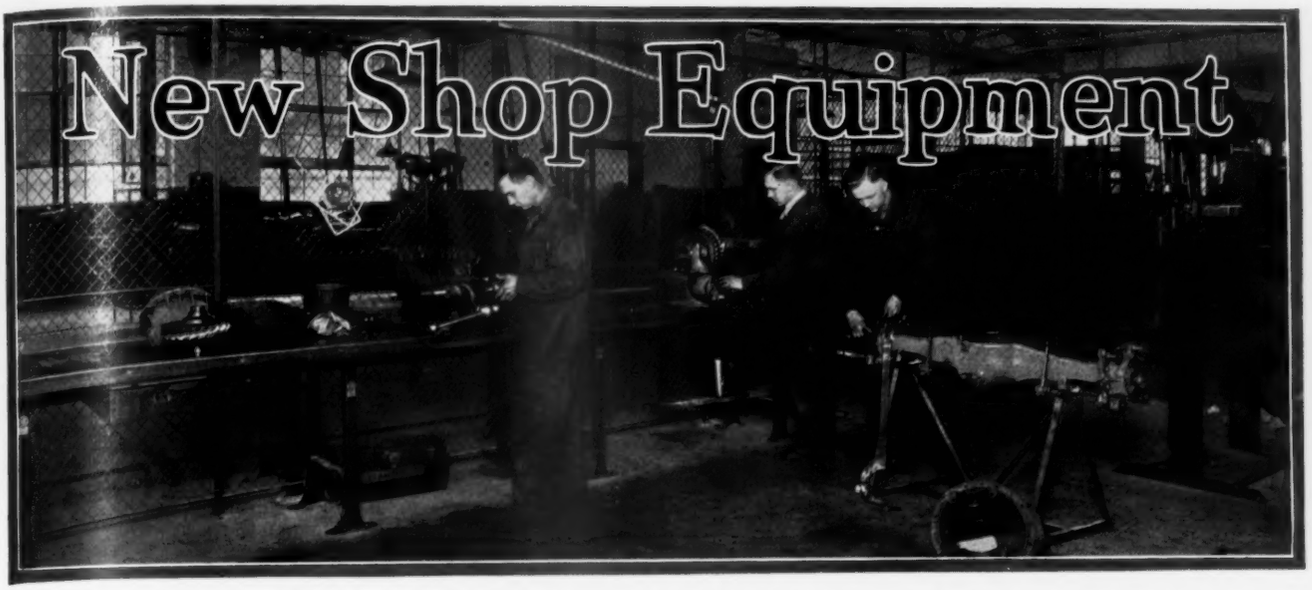
Garford 100-80-50

1. Tighten all spring clips (U-bolts)	$ .75
2. Renew one clip, front	.50
(B) Renew one clip, rear	.50
3. Adjust side play in all shackles	3.00
4. Renew all spring and bracket bolts and bushings on all springs	12.00
5. Renew spring and bracket bolts and bushings on one front spring after spring has been removed	.75
6. Renew spring and bracket bolts and bushings on one rear spring after spring has been removed	1.50
7. Renew spring center bolt, front	.50
8. Renew spring center bolt, rear	.75
9. Remove and reinstall or renew one front spring	2.25
10. Remove and reinstall or renew one rear spring	5.25

Mack AB

1. Tighten all spring clips (U-bolts)	$ 1.50
2. Renew one clip, front	.75
(B) Renew one clip, rear	1.05
4. Renew all spring rubber shock insulators on all springs	11.70
5. Renew spring rubber shock insulators on one front spring after spring has been removed	.60
6. Renew spring rubber shock insulators on one rear spring after spring has been removed	.90
7. Renew spring center bolt, front	3.30
8. Renew spring center bolt, rear	6.60
9. Remove and reinstall or renew one front spring	4.50
10. Remove and reinstall or renew one rear spring	5.10

New Shop Equipment



Weaver Power Tire Changer

Weaver Mfg. Co., Springfield, Ill.

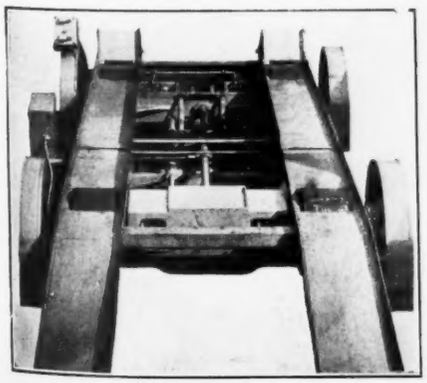
AIR pressure is used to operate this machine which is designed for changing tires on split rims only. Two jaws are ad-

justable for 18 to 24 in. rims and the power jaw is limited in travel to prevent over-expansion or contraction of the rim.

Brake Synchrometer

Brake Synchrometer Co.
87 Lincoln St., Boston, Mass.

THIS brake testing apparatus which is designed to simulate road operating conditions is the invention of Charles F. Smith, head of the automotive division of the Edison Electric Illuminating Co., of Boston.



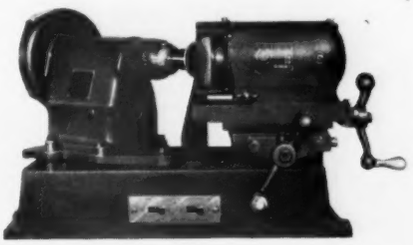
The machine consists mainly of four rotors mounted in bearings in a frame and capable of being engaged or disconnected from each other. Each of the wheels of the vehicle under test rests upon a drum directly connected to one of these rotors. The rotors are connected together and the vehicle started and gears shifted as though on the road and speed brought to a point where the rotors possess the same kinetic energy that the vehicle being tested possesses when operated on the road at the selected speed.

When the desired speed is reached the brakes are applied and the rotors are automatically disconnected from each other. Electric instruments then record the distance in feet and inches which each wheel travels before it comes to rest and also the time. The graph indicates the speed of the vehicle before the brakes are applied, its stopping distance and its average speed for each foot of travel throughout deceleration. The same figures are given for the deceleration of each wheel.

New B & D Valve Refacer

Black & Decker Mfg. Co.
Towson, Md.

THIS new "½ Universal" valve refacer, brought out by the Black & Decker Manufacturing Co., Towson, Md., is featured by a new work head set-up where-



by it can be set to any desired angle quickly. Sockets are located at 30, 45 and 60 degree points into which a tapered plug is dropped to definitely locate the head when grinding to any particular angle. This feature eliminates the matching up of degree marks and guess work. Otherwise, in design and construction, this refacer is very similar to the company's Model 45, containing two motors of the universal type and capable of grinding valves with stems up to ½ in. diameter. Price, $140.

Electric Grease Extractor

Warren Refining and Chemical Co.
Cleveland, Ohio

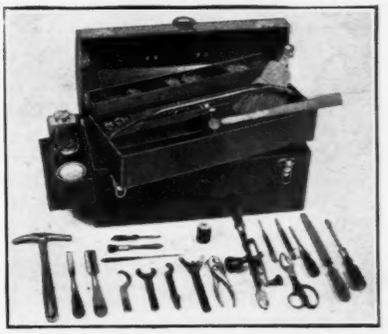
THIS electrically operated extractor is claimed to remove all dirty, worn, and gritty grease in transmissions and dif-

ferentials at the rate of 2 lb. per minute. The device is simple in construction and easily operated, being only 5 lb. in weight. Extraction is not by vacuum but by a worm in the nozzle that makes 7000 r.p.m.

Upholstery Kit

Stevens Walden-Worcester, Inc.
Worcester, Mass.

TWO kits of tools for work on upholstery are offered by this company. Each kit contains trimmer's tools and an assortment of screws, tacks, thread, etc.



U. S. Reamers

United States Reamer & Tool Corp.
3191 Casitass Ave., Los Angeles, Calif.

U. S. bearing reamers are constructed with an expanding sleeve which guides a single cutting blade. The sleeve is adjusted to a snug fit inside the bearing and is further expanded during the cutting operation. The amount of metal

which can be removed from a bearing ranges from .010 to .0001 in. Micrometer reading of size is made across the sleeve.

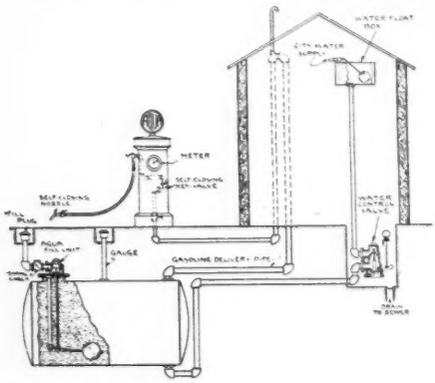
Nineteen sizes of reamers are furnished from No. 20 with an expansion range of 1¼ in. to 1 5/16 in. to No. 46, which expands from 2⅞ in. to 3 in. These reamers may be used for connecting rod bearings and can be employed for reaming main bearings to size after they have been aligned by other devices.

Aqua Gasoline System

Aqua Oil Service, Inc.
2 Lafayette St., New York, N. Y.

THE Aqua system of handling gasoline makes use of water under low pressure to displace gasoline in a storage tank. Gasoline floats on water and the tank is filled with gasoline and water in varying amounts as the fuel is drawn off.

Gasoline is discharged through a hose



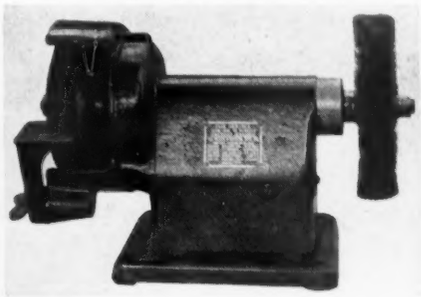
with a self-closing nozzle and is measured by a meter. When fueling buses or trucks a continuous flow of from 15 to 20 gallons per minute is obtained and tank wagons can be filled at the rate of 100 gallons per minute.

Fluid may be delivered from one or more storage tanks to any number of outlets and at any number of levels. Water from city mains is the actuating medium and no pumps, compressors or motors are required. The system is listed as standard by the Underwriters' Laboratories.

Combination Grinder

Black & Decker Mfg. Co.
Towson, Md.

A 5-IN. grinding wheel and a 6-in. wire brush are furnished with this grinder. The wire brush may be interchanged with buffing wheels. The motor operates on either alternating or direct current and

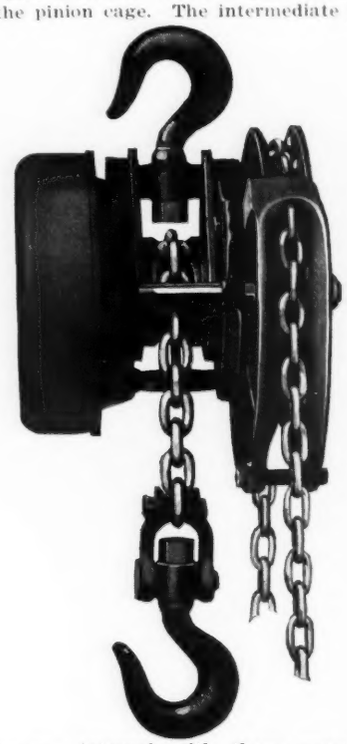


operates at 2400 r.p.m. Grinding wheel, wire brush, tool rest, wheel guard and cord and switch are furnished with the outfit.

Ideal Hoists

The Dickerman Hoist Mfg. Co.
Cleveland, Ohio

PLANETARY type gear mechanism and ball bearings are embodied in the construction of these hoists. One-piece driveshaft and pinion construction is used and the pinion meshes with two gears mounted in the pinion cage. The intermediate pin-



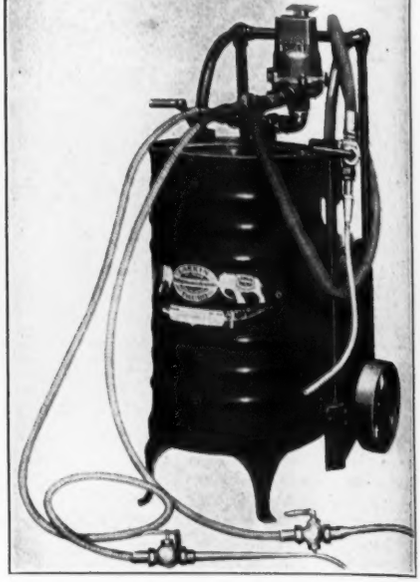
ions are integral with these gears. A ratchet friction brake serves to hold the load in any position when pressure on the hand chain is released.

Ideal hoists are made in sizes ranging from ¼ to 10 tons. Direct chain lift is used on ½ to 2 ton hoists; a single pulley is used with double load chain on the 3 and 4-ton models and double pulleys and three passes of load chain are used in the 5 to 10-ton hoists.

Larkin Compressor-Flusher

Larkin Automotive Parts Co.
Dayton, Ohio

THIS Larkin-Thurno product is designed for removing old lubricant from transmissions and axles flushing and refilling with fresh lubricant, also cleaning engines and lubricating springs. The main tank has a capacity of 100 lb. of lubricant and



an auxiliary tank contains 5-gal. of penetrating oil or kerosene. A rotary pump withdraws old lubricant or discharges fresh lubricant according to direction of motion of the handle and opening of valves. A meter and a master dial provide a record of lubricant discharged. The outfit is mounted on two wheels for moving about the shop.

Weaver Hydraulic Presses

Weaver Mfg. Co., Springfield, Ill.

TWO new hydraulic presses have been placed on the market by this company. The larger unit rated at 80 tons is 42 in. wide and has a bolster plate 13 in. wide and 42¼ in. between uprights. Extreme adjustment between bolster and ram is 4 ft. 6 in. and there is a 6-in. opening in

the bolster. The smaller press which is of 50 tons capacity has a bolster 36¼ in. between uprights and 12 in. wide with ex-

treme vertical adjustment of 4 ft. 3 in.

Bolsters are adjusted by means of a crank which actuates two sprockets and a chain through bevel gearing. The combination gears and sprockets operate on milled threads on two large screws which form the uprights of the presses. A drip ring is provided to trap leakage from the plunger and accumulation of oil is drawn back into the pump reservoir.

Raybestos Heavy-Duty Riveter

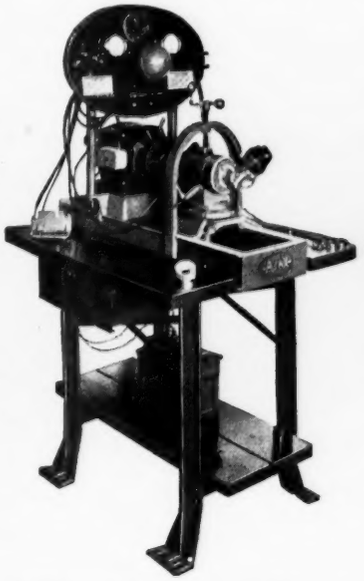
The Raybestos Co.
Bridgeport, Conn.

THIS riveter is mounted on a pedestal and rivets may be set either from the bottom or top of the bands by reversing the position of the driver and roll set. The driver has a stroke of 2½ in. and the throat clearance will accommodate bands or shoes up to 7 in. wide.

Ajax Test Stand

Ajax Electric Co.
Kalamazoo, Mich.

MODEL A-20 test stand is designed for testing generators and starters and it is equipped with a 1 hp. motor for driving generators of large capacity. Provision is



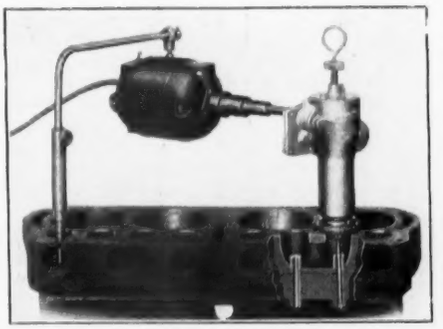
made for quickly aligning machines to be tested with the motor and for speedy coupling of units.

Valve Seat Grinder and Valve Hone

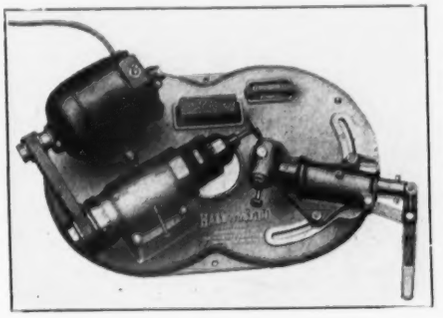
Hall Grinding Co., Toledo, Ohio

A GRINDING wheel revolving at 5000 r.p.m. which is rotated eccentrically about a pilot in the valve guide is used to refinish valve seats in the Hall-Toledo valve seat grinder. Power is supplied by a motor of 115 hp. which is suspended on an adjustable support placed in a valve guide. The eccentric sleeve which moves the wheel in a circular path is driven at 60 r.p.m. through a train of gears.

The valve hone revolves the valve at 7000 to 8000 r.p.m. and the face is brought in contact with an adjustable hone. The



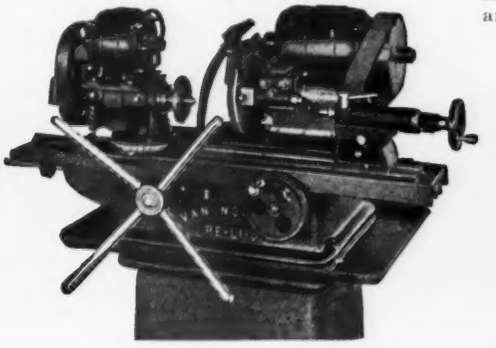
valve is held in a Jacobs chuck and is driven by belt by an electric motor. Equipment includes chuck key, rubbing stone and two honing stones.



Van Norman No. 2 Relio

Van Norman Machine Tool Co.
Springfield, Mass.

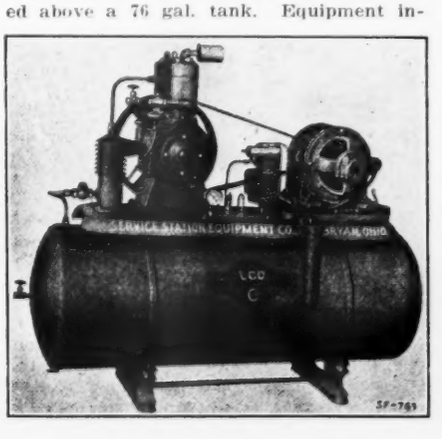
THE piston grinding machine made by this company now incorporates a worm drive ball bearing workhead and a new table feed mechanism will be added to improve the feed under heavy cuts.



ECO Air Compressors

Service Station Equipment Co.
Bryan, Ohio

MODEL SF 763 is a water-cooled compressor with displacement of 13¾ cu. ft. per minute driven by belt by a 3 hp. motor. Motor and compressor are mounted above a 76 gal. tank. Equipment in-



cludes automatic control of pressure and cooling water flow.

The No. 25 Inflator is recommended by the makers for wall or post installation. It is equipped with an automatic cut-off operated by the hose and a centrifugal air cleaner.

Chisholm-Moore Cyclone Hoist

The Chisholm-Moore Mfg. Co.
Cleveland, Ohio

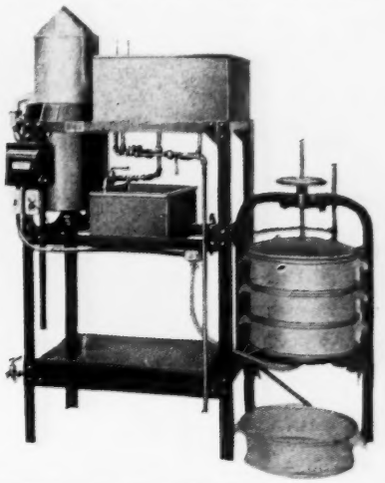
INCREASE of working efficiency and of life without repairs have been brought about in the new model K Cyclone hoist by engineering improvements, according to statement of the makers. Anti-friction bearings are used at all rotating points, the assembly including 8 ball bearings, 4 roller bearings and a Timken roller bearing to take thrust at the lower swivel hook. The four roller bearings are built in a unit without loose rollers. The lift wheel is made of alloy steel developed by the Chisholm-Moore factory.

All parts of the new hoist are interchangeable and may be assembled in the frame without reference to "right or left" or similar position.

Alten Reclaimer

The Johnson & Jennings Co.
877 Addison Ave., Chicago, Ill.

GRAVITY flow of oil is used in the oil reclaiming outfit made by this company. Crankcase drainings are poured in a strainer where water and heavy particles are separated and sediment removed. Oil then flows to the evaporator and is heated by electricity to distill off



diluting elements. The heat is controlled automatically. Reclaiming is completed by a special filter. The outfit is offered in two sizes, 5 gal. and 20 gal. per day.

Manley Inside Water Station

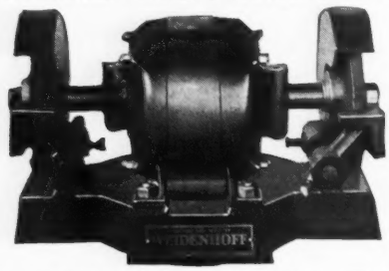
Manley Mfg. Co., York, Pa.

THE Manley inside water station supports water hose on a post or side wall and returns it to position by gravity after a radiator has been filled. The station is designed for use in service establishments where radiators are filled indoors. Price of $32.50 for the outfit is quoted by the makers.

Bench Grinder

Weidenhoff Products
4352 Roosevelt Rd., Chicago, Ill.

WEIDENHOFF bench grinders are made in 6 and 8-in. sizes with these features common to both: enclosed dust-proof motors, bearings protected by sleeves

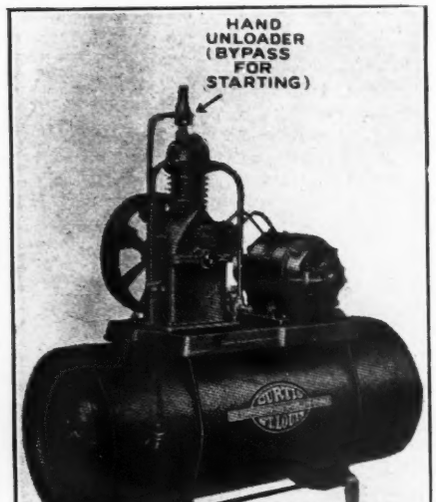


and wool packing, quick-break switch, tapped lugs for mounting, adjustable work rest, provision for grinding long pieces in vertical position.

New Curtis Products

Curtis Pneumatic Mach. Co.
St. Louis, Mo.

THREE new items have been added to the regular line made by this company; a new paint spray compressor unit, a 1/3 hp. automatic tire inflation unit and a new hydraulic car washer. These machines

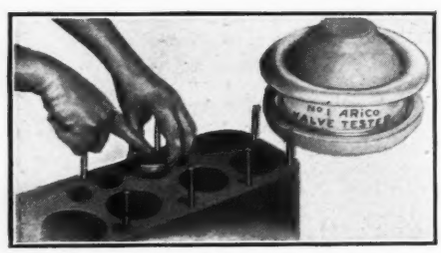


were exhibited at the A.E.A. Show in Chicago. Hydraulic washers are made in one and two-gun and oversize two-gun capacities. The Curtis controlled splash system of lubrication is used in the compressors and it is designed to supply just sufficient oil without overoiling.

Arico Valve Tester

American Hammered Piston Ring Co.
Baltimore, Md.

THIS ingenious little instrument consists of a steel collar or socket, in which is affixed a strong rubber bulb in the shape

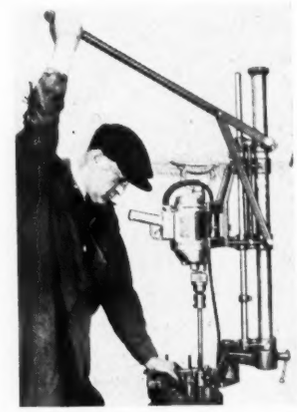


of a half ball. When using to test an operation, the tester is placed over the valve opening and the bulb depressed with thumb or finger. Should the bulb yield to pressure, air is escaping, which shows that the valve leaks. Should the bulb remain firm under pressure, the valve is properly seated. This tester ranges in price from $1 to $1.50 according to size.

Ammco Grinder Stand

The Automotive Maintenance Machinery Co.
549 W. Washington St., Chicago, Ill.

THIS stand is fastened to the top of a cylinder block to support an electric drill and hone while reconditioning cylinder bores. Vertical feed of the hone is accomplished by a long handle and a radial arm

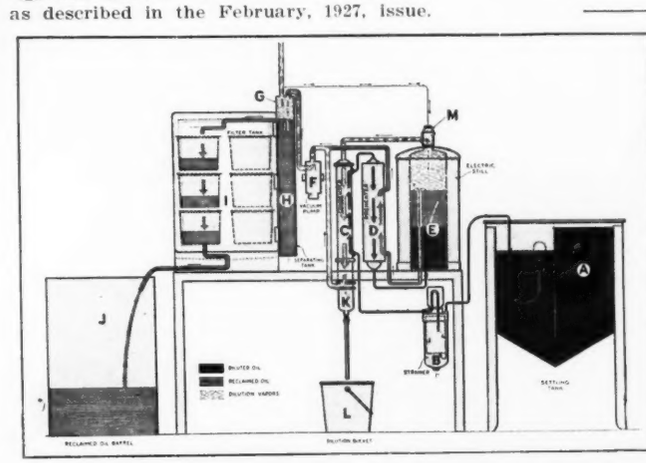


makes it possible to work in several cylinders without changing the setting of the stand. The central column is hollow and contains 3 qt. of kerosene which is fed on the stones by means of a flexible tube. Retail price $48.

Skinner Oil Reclaimer

Skinner Automotive Device Co.
2225 Dalzelle St., Detroit, Mich.

CHANGES in detail of construction have been made in the Skinner oil reclaimer as described in the February, 1927, issue.



Oil is allowed to settle in tank A and is then drawn by vacuum to a strainer and water separator B and then to a condenser C. The oil here assists in condensing vapors from the still E. On the way to the still the oil enters the preheater D and is warmed by hot oil discharged from the still. The oil passes to the still where dilution is removed by electric heating elements. Vapors from the still are discharged through the condenser C. Condensate is drawn off periodically through the trap K. Refined oil leaving still E passes through the preheater where it gives up heat to the entering oil and is drawn into pump F and is delivered at the top of the vapor separating tank H. The oil is then filtered by gravity through a series of three filters shown at I.

Brake Lining Machine

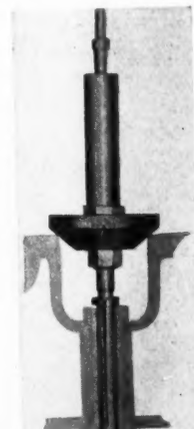
Breeze Corp.
Newark, N. J.

A COMBINATION drilling and riveting machine for brake operation is made by this company. A small apron is used about the drilling bit to prevent dust entering the driving mechanism. Retail price is $62.50, riveting unit separate $20.00, drilling unit separate $45.00.

B. & D. Self-Centering Pilot

Black & Decker Mfg. Co.
Towson, Md.

THE pilot of this tool consists of a stationary pilot made rigid and central in the guide by means of a split-sleeve expanding on the taper of the lower portion of the pilot stem. The valve seat grinding stone is mounted on a hollow arbor known as the stone sleeve. A universal joint is placed between the stone sleeve and the chuck of the electric drill for flexibility and for inclining the drill in close quarters. A complete set includes three expansion pilots, 5/16 in., 11/32 in., and ⅜ in., two stone sleeves and two stone dressing mandrels. The set complete is listed at $19.50.



Multibestos Reliner

Multibestos Co.
Walpole, Mass.

THE series A brake relining machine punches out old rivets, drills and countersinks rivet holes in the lining in one operation and sets the rivets. Clutch disks can also be refaced in this machine. Regular equipment includes ¼ hp. electric motor and a set of tools.

Truck *and* Bus *Models of the Month*

G. M. C.

TWO buses are now included in the line of vehicles offered by the General Motors Truck Company. Designed respectively for city service work and school work, the two models list at $4,400 and $2,150. Both buses are powered with the Buick valve-in-head engines, the 21-pass. City service type being mounted on the T-40 four-wheel brake truck chassis, with the school bus mounted on the T-20 two-wheel brake chassis, the latter model having a carrying capacity of 42 children.

In the T-40 chassis, it will be remembered from a previous description, the Buick Master six engine is used, having a bore and stroke of 3½ x 4¾ in., this engine having a maximum horsepower of 61 at 2000 r.p.m. in this chassis. Wheelbase of the city service bus is 162 in.

There are eight double seats in the city service type coach, with a rear cross-seat seating five passengers. Body construction is of second growth ash, and all joints screwed or bolted in addition to being treated with white lead or glue. Side panels are covered with 20 gage steel. 22 gage steel or 18 gage aluminum is used over body pillars. Panels are individually constructed and readily detachable. The ¼ in. three ply roof is also covered with 22 gage steel from the edge of the veneer to top rails, with the roof proper covered with 12 oz. duck laid in white lead.

All windows except the non-raisable rear window have metal sashes, the latter being set in rubber. Side windows lift 14¼ in. In addition to the 30 in. wide entrance door of the folding type there is a safety door at the left rear, 32 in. wide. Interior finish is fiber board over lower body panels, mahogany molding over pillars, and linoleum floor covering. Seats are upholstered in brown leather and are fitted with grab handles. Equipment includes a heating system, allowing exhaust gases to be carried through thin tubes on both sides of body. In addition to the three cowl ventilators, one on each side and one in the top, there are three Nichols-Lintern ventilators in the roof. Two piece windshield, the upper movable part being fitted with a wiper, is standard. Then there are six 21 cp. dome lamps, signal cords located at each seat, curtain at rear of driver's seat, fixed metal sun-visor, roll type destination signs, a grab rail on each side of the aisle, rear vision mirror, front and rear marker lights, heavy channel type rear bumper, and optional color external lacquer finish.

Standard equipment furnished on the T-40 chassis includes two batteries connected in parallel, pressed steel channel type front bumper bolted to frame; spare wheel, combination tail and stop light, speedometer, auxiliary generator switch for dome light connections, and two-gang switch for destination signs. Balloon tires with duals in the rear are used throughout, 34 x 7.50 in. sizes being used both front and back.

On the T-20 chassis, used for the school bus, chassis specifications are very similar to those of the T-40, except of course that units are smaller and lighter. The Buick standard six, having a bore and stroke of 3⅛ x 4½, in. is used.

As on the city service type, chassis equipment includes air and oil filters, crankcase ventilating system, front bumper bolted to frame, and combination tail and stop light. A single six-volt battery is used also with Delco-Remy electrical system.

General dimensions of the school bus body are:

Capacity	42 children
Overall length	13 ft. 10 in. (body only)
Width	7 ft.
Headroom	5 ft. 6 in.

There are four rows of longitudinal seats, with two aisles, as well as a cross seat at the rear. Frame and roof construction is similar to that on the city service type bus, as are body panels and pillars. Windows are of the lowerable type. Entrance door has a width of 28 in., the lower door panel of wire reinforced glass. There is a grab rail at the door entrance and the step is covered with safety tread.

A safety door is provided at the left rear, 28 in. wide and equipped with a safety door lock. Interior finish is of composition paneling over body panels, with body pillars covered with mahogany molding. Seats are upholstered in imitation leather. Heating is by means of pipes under the central longitudinal seats, through which exhaust gases can be passed by operating a valve. Steel guards, perforated, are placed over exposed parts. Ventilation is by means of three Nichols-Lintern ventilators in the roof. There is a one-piece ventilating windshield, crank-operated, equipped with wiper. Two dome lamps furnish interior illumination. A rear view mirror is standard.

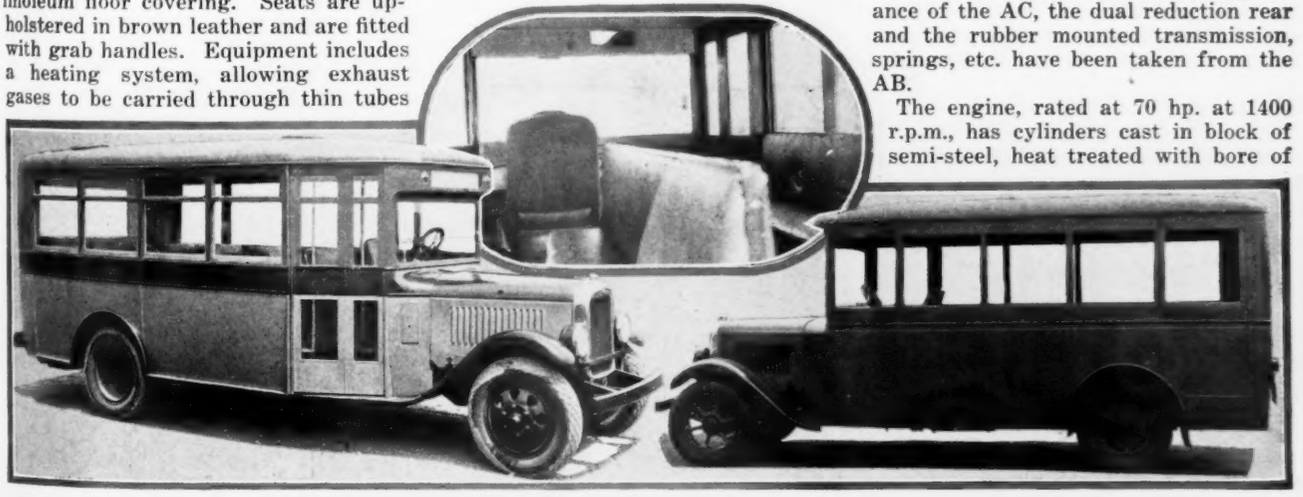
Mack

A NEW truck model designed for high-speed heavy-duty service is being offered by Mack Trucks, Inc., New York. The new unit, designated Model AK, rated 3½-5 tons, has four-wheel brakes, a high compression four-cylinder engine, four-speed transmission, rubber-insulated mounting for springs and other parts and is supplied in either chain or double reduction gear drive.

In designing the AK truck Mack engineers sought to compensate for the weight restrictions imposed by state legislation by producing a truck that should be capable of a greater daily mileage.

The design incorporates some of the features found in the AC and AB trucks. The front end has the appearance of the AC, the dual reduction rear and the rubber mounted transmission, springs, etc. have been taken from the AB.

The engine, rated at 70 hp. at 1400 r.p.m., has cylinders cast in block of semi-steel, heat treated with bore of



Showing new 21-passenger G.M.C. city service bus and special school bus with capacity for carrying 42 children. Inset shows double aisle arrangement of school bus

4⅝ in. and 6 in. stroke, giving piston displacement of 403.2 cu. in. Two detachable cylinder heads of cast aluminum are used and the combustion chamber is offset to avoid detonation.

Pistons, which are of aluminum, are 5½ in. long and are equipped with four rings. Connecting rods are tubular, machined all over, with a center to center length of 15 in. The piston pin is 1 7/16 in. diameter and 4½ in. long.

The crankshaft, which is case-hardened, is supported by three main bearings, each 3 in. in diameter, lengths from front to rear being 3 5/32, 3½ and 4 1/32 in. respectively. Crankpins are 2⅜ in. diameter and 3½ in. long.

Three bearings support the camshaft which actuates the valves through roller tappets. The inlet valve is of chrome nickel steel and the exhaust valve material is silicon chrome steel. Valves have a clear diameter of 1⅞ in. and the lift is 7/16 in.

Lubrication is by the combination force-feed and splash system used in other models with the addition of a Purelator in the circuit. Cooling is similar in design to the AC models with the fan built into the flywheel drawing air through radiator sections mounted in the rear of the engine. Water is circulated by a centrifugal pump with a balanced type bronze rotor, the discharge being directed around the exhaust valves.

Ignition is furnished by a Splitdorf 137 magneto driven by a cross shaft at the front of the engine. The carburetor, a Stromberg, OT-3, is placed low on the right side and is supplied with fuel by gravity from a 35-gal. tank under the driver's seat. A centrifugal type air cleaner is employed.

A single plate clutch of Mack design is used and power is carried through a primary shaft to the transmission. The shaft has one Spicer universal joint and a Mack rubber torque insulator similar to that employed in the bus.

A one-piece aluminum casting is embodied in the transmission with cast steel ends, the latter incorporating the support arms and bearing mountings. Four Timken roller bearings, three ball bearings, and one disk-type bearing are used in this unit and a side cover makes it accessible without removing the body floor. Four speeds forward and one reverse are provided and a special high-speed reverse may be had at slight extra cost. Four Mack rubber shock insulators are employed for suspension of the transmission.

From the rear of the transmission forward the dual reduction and the chain drive models are identical. The chain drive is similar to that employed on the AC with pressed steel radius rods attached to brackets bolted to the frame side members. With this type of drive the rear springs used are 52 in. long and 4 in. wide with 13 leaves with two-stage semi-elliptic helper springs.

The shaft drive model embodies the forged banjo type rear axle with integral spring seats and dual gear reduction like the AB shaft-driven model. The propeller shaft, which is tubular, is practically straight and is equipped with two Spicer universal joints. Rear springs are 56 by 4 in. 14 leaves mounted in Mack rubber shock insulators and helper springs are used. The main springs are flat and have a reverse camber when loaded. Front springs of both models are 48 by 3½ in. with 11 leaves, mounted in rubber.

Four-wheel brakes are employed on both the chain and dual gear reduction models. Wheel brakes are internal with two rigid shoes mechanically operated, a B-K booster being regularly supplied but not included in the list price. Front brakes are 18 in. diameter and 3 in. wide. Rear brakes are 18 in. diameter and have width of 4 in. Hand brakes of the chain model contract on jackshaft drums 14 by 13½ in. and on the gear, drive contract on a 10 by 4 in. drum at the rear of the transmission.

Frame siderails are 8½ in. deep with 2¾ in. flanges of ¼ in. stock with four cross members. Standard wheelbases are 162, 174 and 186 in. and two special lengths, 204 and 228 in. are offered.

The front axle is of the reverse Elliott type and center point steering is obtained by inclining the knuckle pin sidewise and using a reverse dish in the front wheels. A sharper turning circle as well as easier steering are claimed for this construction.

Tires are 36 by 5 in. solid on the front and either 35 by 10 in. single or 35 by 5 in. dual on the rear. Pneumatic tires are supplied at extra cost, the size being 36 by 8 in. all round with duals on the rear wheels.

The all-steel cab is roomier than that on the AC model and it is mounted on rubber shock insulators and the driver's seat is also supported on rubber. The filler for the gasoline tank with integral gage projects from the right side of the cab.

Reo

THE Speed Wagon Tonner is the name of the latest truck model added to the line of the Reo Motor Car Co., Lansing, Mich. The new model, which has a wheelbase of 123 in. and is powered by a six-cylinder engine and equipped with four-wheel internal hydraulic brakes, lists at $995. Four body types are also available for use in connection with the model, namely: panel stake, express and express with canopy top.

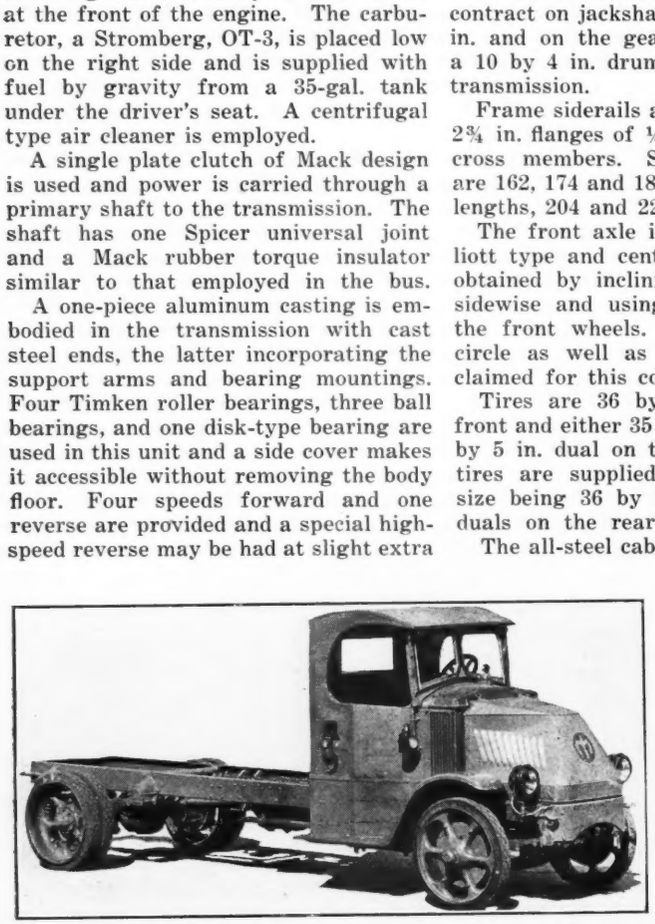
The engine, rated at 25.2 hp., is of the L-head type with a bore and stroke of 3¼ x 4 in., giving a displacement of 199 cu. in. The single plate clutch and three-speed transmission are mounted in unit with the engine, which is suspended from four points with the forward end supported in rubber.

The lubricating system, which includes a gear type oil pump provides presure feed to crankshaft, connecting rods and camshaft bearings. Circulation is by centrifugal water pump with thermostatic control to a honeycomb type radiator with black enamel steel shell. Fuel feed is by vacuum through a 1¼ in. automatic air valve type carburetor.

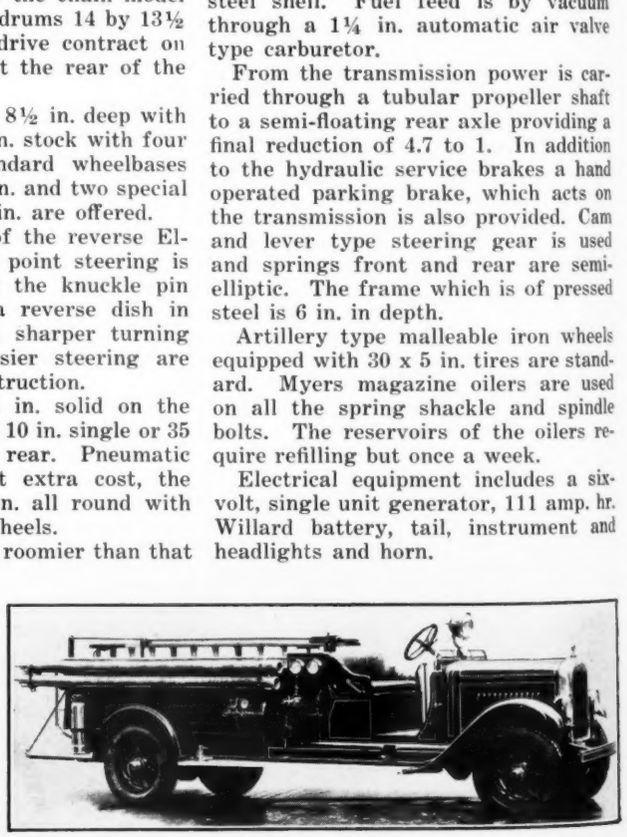
From the transmission power is carried through a tubular propeller shaft to a semi-floating rear axle providing a final reduction of 4.7 to 1. In addition to the hydraulic service brakes a hand operated parking brake, which acts on the transmission is also provided. Cam and lever type steering gear is used and springs front and rear are semi-elliptic. The frame which is of pressed steel is 6 in. in depth.

Artillery type malleable iron wheels equipped with 30 x 5 in. tires are standard. Myers magazine oilers are used on all the spring shackle and spindle bolts. The reservoirs of the oilers require refilling but once a week.

Electrical equipment includes a six-volt, single unit generator, 111 amp. hr. Willard battery, tail, instrument and headlights and horn.

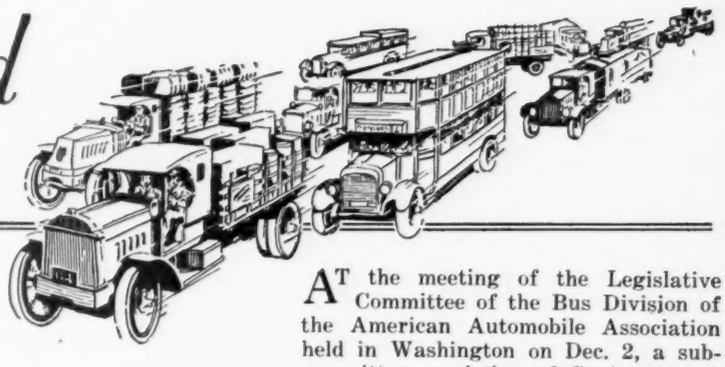


New Mack 3½ to 5 ton AK Model. Furnished in three standard wheelbases



One of the new American LaFrance-G.M.C. fire fighters. The equipment is mounted on a 150-in. wheelbase G.M.C. model T-40 chassis with 3½ x 4¾ in., six-cylinder Buick engine. This combination was recently made available by virtue of a contract between these two companies. The line will include chemical, pumper and hose outfits

Have You Heard That —



ATLANTA, GA., reports that truck sales in November, while ahead of November a year ago, were somewhat behind previous months of the present year. Chicago reports that with retail trade even with October and 10 per cent better than a year ago, indications are that the year will end with business in a healthy condition. Truck sales in Texas are reported as slow, being 10 per cent less than for October and 15 to 20 per cent below November a year ago. Most business was transacted on a trade-in replacement basis. While farming districts in the Denver territory are said to be picking up a little due to beet payments, truck sales are very quiet. A report from Seattle, Wash., states that truck business is holding up fairly well, especially in the back country where agricultural conditions are said to be very favorable. While truck sales are still held as being basically weak in Los Angeles, general opinion indicates that the market is showing signs of improvement.

R. S. Byers has been promoted to the office of assistant district manager of the Eastern district of the International Harvester Co. Mr. Byers was formerly branch manager at Auburn, N. Y. He has been associated with the company in various capacities since 1913.

THE predominant feature of the London truck show was the large number of new six-wheelers for both freight and passenger services. There were 16 makes in all, of which 13 were British, offered in nearly 30 different models. Many of these were exhibited by manufacturers not previously offering six-wheel vehicles. Next of note in the show as a whole were the use of six-cylinder engines by many British makers of trucks and buses, and the great increase in the speed capabilities of numerous buses and light trucks. The adoption of pneumatic tires as standard equipment also represented a development since the last show in the case of trucks for loads above 3000 lb. and all bus chassis.

The Clydesdale Motor Truck Co. of New York is now located at 338-342 William St., Long Island City, where the sales and service departments are housed under one roof. The service department consists of repair, wood, blacksmith and paint shops.

CONTINENTAL MOTORS new series of six-cylinder, valve-in-head engines, specially designed for the commercial car field, will be included in the company's exhibits at the New York and Chicago national shows.

John J. Raskob, vice-president of General Motors Corp., predicted that the automotive industry in 1928 with Ford back in production will produce 5,000,000 units as compared with 3,600,000 this year. Mr. Raskob made this statement at a recent dinner given by him in honor to E. R. A. Seligman, Professor of Political Economy at Columbia University. Prof. Seligman outlined the results of his recently completed study of the effect and conditions surrounding instalment selling.

THE American-LaFrance and Foamite Corp. recently completed arrangements with the Stewart Motor Corp. for the sale and service of Stewart trucks through American-LaFrance branches.

M. A. Holmes has joined the Federal Motor Truck Co. as assistant to M. L. Pulcher, president, in general sales work. Mr. Holmes entered the automotive industry in 1914 as sales manager of the Republic Motor Truck Company, organized the Transport Truck Co. in 1919 and was vice-president of the Relay Motors Corp. until recently.

THE new $8,500,000 plant erected by the Yellow Truck & Coach Co. in Pontiac, Mich., was completed three weeks before the date scheduled. Manufacturing will go forward as each division is equipped.

Herbert H. Swiss has been appointed manager of the export department of the Indiana Truck Corp., with headquarters at the factory. Mr. Swiss formerly served both the Republic and Ruggles organizations in the same capacity.

Oregon Dealers May Repossess Without Legal Action

DEALERS are not required to pursue legal proceedings in order to foreclose on a conditional contract for default upon the part of the purchaser, according to an opinion recently delivered by the Supreme Court of Oregon. Under this opinion the dealer may summarily repossess the vehicle without involving legal action where the purchaser has failed or refused to carry out the terms of the contract.

Commercial Car Specifications on page 35

AT the meeting of the Legislative Committee of the Bus Division of the American Automobile Association held in Washington on Dec. 2, a subcommittee consisting of S. A. Markel, Chairman, George P. McCallum and Senator E. W. Wakelee was appointed to confer with representatives of the National Automobile Chamber of Commerce in connection with revisions in the Dennison bill providing for the regulation of interstate buses. Consideration will be given to the desirability of including carriers not operating over regular routes and between fixed terminals and also to the date to be inserted in the "grandfather" clause as well as to other features.

As the Dennison bill has since been introduced into Congress under the designation of H. R. 19, the Bus Division will, if it is decided to make revisions, offer its recommendations at the committee hearings on the bill.

Newton Gunn, president of the United States Tire Co. and vice-president and director of the United States Rubber Co. from 1915 to 1923, and one time general manager of the Studebaker Corp. of America, died at his home in New York, Nov. 26, after an illness of eleven months. He was 59 years old.

THE rapidly increasing use of motor buses and trucks makes the absence of any regulatory control over those engaged in interstate commerce a problem of constantly increasing importance," according to the annual report of the Interstate Commerce Commission.

It is expected that the Examiner's report on the hearings, held in various parts of the country by the Commission in 1926, will be available by Dec. 20 for distribution to interested parties, who will be afforded an opportunity to express their views at an Examiner's hearing in Washington on Jan. 16 at 10 a. m. Following this hearing, the commission will make its final report to Congress recommending such action as it considers desirable.

R. C. "Dick" Jenkins has been appointed special representative of the Shuler Axle Co. with headquarters at Louisville, Ky. Previous to his present appointment Mr. Jenkins had been for a number of years field and service man for the Sheldon Axle & Spring Co.

WATSON BROTHERS, Phoenix, Ariz., have been appointed distributors for Republic trucks in that city and surrounding territory. The salesroom and service station are maintained at 538 Washington St.

MOTOR truck production for the current year in the United States and Canada is expected to total 450,000 as compared with 491,353 in 1926, a decrease of about 8 per cent which is largely attributable to the suspension in Ford operations during a considerable part of the year.

Robert W. Woodruff, president of the Coca Cola Company, and W. C. Teagle, president of the Standard Oil Co. of New Jersey, have been named members of the executive committee of the White Motor Co. They will succeed Windsor White and his son, Thomas H. White, who recently retired.

PRODUCTION has been started in the new 540 x 90 ft. one-story brick plant of the Graham Brothers Truck Co. at Stockton, Cal. Started in August, the building was completed at the end of October when machinery was immediately installed.

A. J. Brosseau, president Mack Truck Co., has been named a member of the Business Men's Commission on Agriculture of the United States Chamber of Commerce, according to an announcement by L. E. Pierson, president of the Chamber.

THE semi-annual report of the Reo Motor Car Co. shows a net profit of $3,707,040 after depreciation, federal taxes, etc., for the period ending Aug. 31. This compares with $2,398,511 for the same six months' period in 1926, an increase of over $1,300,000.

L. T. White, Raleigh, N. C., has been elected president of the National Standard Parts Association with W. E. McIlroy, New York, as vice-president.

APPROXIMATELY $5,269,000 will be available for keeping 117,000 miles of highway in 36 states open in the snow belt this year, according to the American Automobile Association.

The editors of Commercial Car Journal join in wishing its readers a Merry Christmas and the most prosperous of New Years

B. W. deGuichard has been named president and general manager of the AC Spark Plug Co. Mr. deGuichard was formerly vice-president and general manager. As a resulas of his promotion, H. H. Curtice becomes vice-president and assistant general manager and W. E. Ross, comptroller. Jack Gray has been appointed director of equipment sales.

AN approximate decrease of 7500 Massachusetts registrations of passenger and commercial cars this year as compared to last is attributed to the operation of the compulsory automobile insurance law which went into effect Jan. 1, 1927. Registrations of passenger cars, however, have showed an increase of 4500. To date the state's revenue is $12,540,985, approximately $30,000 more than last year.

F. D. Wait, manager of the Brooklyn branch of the Autocar Sales and Service Co., has been transferred to the managership of the New York and Bronx branches, succeeding F. B. Nostrand, deceased. G. G. Garland was moved from Richmond, Va., to Brooklyn, and L. C. Taylor was promoted from the sales force to the managership at Richmond. J. A. Morris, assistant general sales manager of the factory, has been made Chicago branch manager, succeeding F. M. Williams, who is on leave of absence because of poor health.

THE first Relay truck recently came off the assembly line in the Lima, Ohio, plant of the Relay Motors Corp., which was recently acquired by the merger of the Relay and Garford companies. According to present plans, production will soon be in full swing at the Lima plant.

A course in automobile repairing has been included in the curriculum of one of Kansas City's public high schools. The course, while not including the finer details of automobile mechanics, will cover the principles of automotive engineering and teach how to make minor repairs.

NEW branch sales and service buildings will be opened by the White company shortly before and after the new year in Providence, R. I., Hartford, Conn., and Toronto, Ontario. All three buildings will provide increased facilities and more convenient locations.

W. H. Hildebrandt has been appointed general manager of the Portland, Ore., branch of the Republic Truck Sales Corp., according to a recent announcement by Thomas M. House, Northwest district manager.

COMMERCIAL car and fleet managers are being added to the personnel of approximately half the zone sales offices of the Chevrolet Motor Car Co. Rapid growth of commercial car business and a desire to supply expert service in this field are the reasons given for these additions.

Gramm Motors, Inc., reports a production increase of over 300 per cent for the month of October 1927, against the same month in 1926.

EXPORTS of Graham Brothers trucks in the first 10 months of 1927 totaled 9016, the largest for any similar period, according to a report from the truck division of Dodge Brothers, Inc.

Coming Events

SHOWS

Akron, Ohio, M. O'Neil Bldg.....Feb. 4-11
American Road Builders Ass'n, Public Auditorium, Cleveland .....Jan. 9-13
*Boston,aMechanics Bldg. .....March 10-17
Brooklyn, Brooklyn Motor Vehicle Dealers Ass'n, 23rd Regiment Armory, Jan. 21-28
Buffalo, 174th Armory .....Jan. 14-21
Camden, N. J., Convention Hall, Jan. 30-Feb. 4
*Chattanooga, Tenn., Municipal Auditorium .....Feb. 13-18
*Chicago, Nationtl Automobile Chamber of Commerce, Coliseum, Jan. 28-Feb. 4
*Cincinnati, Music Hall .....Jan. 15-21
*Cleveland, Public Auditorium...Jan. 21-28
*Columbus, Auditorium .....Feb. 6-11
Deadwood, S. Dak., Auditorium..Feb. 20-25
Denver, Auditorium .....Feb. 27-March 3
*Detroit, Convention Hall .....Jan. 21-28
*Harrisburg, Pa., Emerson Brantingham Bldg. .....Jan. 28-Feb. 4
Indianapolis, Auto Show Bldg...Feb. 13-18
*Kansas City, Mo., American Royal Bldg. .....Feb. 11-18
Kinston, N. C. .....April 9-13
Lansing, Mich. .....Feb. 6-11
Los Angeles .....March 3-11
*Milwaukee, Auditorium .....Jan. 14-21
Minneapolis, Municipal Auditorium, Feb. 4-11
*New York, National Automobile Chamber of Commerce, Grand Central Palace .....Jan. 7-14
Omaha, Neb., Municipal Auditorium, Feb. 20-25
Ottawa, Can., New Coliseum.....Feb. 6-11
Pittsburgh, Pa., Motor Square Garden, Jan. 21-28
Providence, R. I., Cranston Street Armory .....Feb. 11-18
*St. Louis, City Market Bldg. .....Feb. 6-11
San Bernardino, Cal., National Orange Show Bldg. .....Feb. 16-26
*San Francisco, Civic Auditorium, Jan. 28-Feb. 4
Sheboygan, Wis., Eagles Auditorium, Feb. 6-12
Syracuse, State Armory .....Feb. 6-11
*Toledo, Ohio, Civic Center Garage, Feb. 6-11
Trenton, N. J., State Armory....Feb. 18-25
Troy, N. Y., State Armory .....Jan. 21-28
United States Good Roads Show, Des Moines, Iowa .....May 28-June 1
Wichita, Kan., Municipal Forum..Feb. 6-11
Wichita, Kan., Southwest Road Show, Feb. 21-24

* Will have Special Shop Equipment Exhibit.

CONVENTIONS

American Road Builders Ass'n, Hotel Hollenden, Cleveland .....Jan. 9-13
American Road Builders Ass'n, Banquet, Hollenden Hotel, Cleveland, Jan. 11
Automotive Equipment Assocciation, Grand Hotel, Mackinac Island, June 10-16
National Automotive Parts Association, Hotel Statler, Detroit.....Jan. 25-27
National Battery Mfrs. Ass'n, Chicago, Feb. 15-16
United States Good Roads Association and Bankhead National Highway Association, Des Moines, May 28-June 1

N. A. D. A.

Chicago, Jan. 31-Feb. 2—Annual, Palmer House.
Chicago, Feb. 1—Banquet, Palmer House.
New York, Jan. 9—Eastern District, Hotel Commodore.

S. A. E.

Detroit, Jan. 24-27—Annual Meeting.
New York, Jan. 12—Annual Dinner.

COMING FEATURES OF CHILTON CLASS JOURNAL PUBLICATIONS

Jan. 1—National Shows Number—Automobile Trade Journal.
Jan. 5—National Shows Issue—Motor Age.
Feb. 18—Statistical Issue—Automotive Industries.

Commercial Car Specifications on page 35

all steel

-safe
-strong
-resilient

BETHLEHEM
ROLLED STEEL
TRUCK WHEELS

BETHLEHEM STEEL COMPANY : : *General Offices:* BETHLEHEM, PA.

DISTRICT OFFICES:

New York, Boston, Philadelphia, Baltimore, Washington, Atlanta, Pittsburgh, Buffalo, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, San Francisco, Los Angeles, Seattle, Portland

Bethlehem Steel Export Corporation, 25 Broadway, New York City, Sole Exporter of Our Commercial Products

BETHLEHEM

THE automotive parts and accessory business is approaching the end of the year in a seasonably strong position, according to the Motor & Accessory Manufacturers' Association. While October business fell below the September volume, and a still further decline has been in progress in November, the recession, the report further stated, has not been as sharp as it was a year ago. The association also finds that the replacement parts section, with a record volume since mid-year, is the healthiest division of the industry.

W. J. Parker has been appointed commissioner of the National Battery & Manufacturers Association and of the Asbestos Brake Lining Association, succeeding O. B. Powne.

AMERICAN LaFrance and Foamite Corp. has entered into a contract with the General Motors Truck Co. to produce a medium-size fire fighting unit using a GMC chassis with Buick engine. The apparatus will have a capacity of 500 gal. per minute at 120 lb. and will be sold by American LaFrance. It is designed particularly for rural and suburban districts.

Selden Truck Corp., Rochester, N. Y., has doubled its production, according to a recent announcement, to take care of the demand for the new Roadmaster six-cylinder, three-ton speed truck.

George W. Smith, Jr., has been promoted to the position of works manager of the White Company, succeeding R. M. Hidey, resigned. Mr. Smith was formerly technical assistant to the vice-president and general manager.

Federal Aid Roads Increase 8306 Miles

A TOTAL of 8306.9 miles of Federal-aid highways was added to the highway system during the fiscal year ending June 30, at a cost of $182,770,089, of which the Federal government paid 44.5 per cent, according to the annual report made by the U. S. Bureau of Public Roads to Congress.

R. E. Shepherd was recently appointed sales manager of the Federal Motor Truck Co. of California, Inc., Los Angeles.

A BUSINESS coupe with a low-side type body has been announced by the International Harvester Corp. of America. It is mounted on a standard International Harvester ¾-ton truck and designed for the needs of specialty salesmen.

Charles B. Manville, founder of the Johns-Manville Corp., died of a stroke of apoplexy in Pleasantville, N. Y., late last month. He was 92 years old.

AMERICAN Coach & Body Co. has taken over the Truck Engineering Co. of Cleveland, manufacturer of hydraulic hoists, cabs, winches, and tanks for trucks

J. L. Overlock has been appointed treasurer of the Studebaker Corp. to succeed N. R. Feltes, resigned.

GENERAL MOTORS CORP. reports its net earnings for the nine months ended July 30 as $193,758,302, the highest mark for the period in the history of the corporation and, also, greater than those of any full calendar year in its history. Prior to June 30, 1926, earnings of that year did not include a 40 per cent interest in Fisher Body Corp. With this, the 1926 earnings totaled $194,645,462, or only slightly more than the earnings for the first nine months of this year.

Ray F. Townsend has been appointed assistant to J. W. Stephenson, president of the Indiana Truck Corp., Marion, Ind. Mr. Townsend has been affiliated with the industry for the last ten years in a sales and sales promotion capacity among branches and distributors.

A COMMERCIAL DRIVERS' CLUB was recently organized in Syracuse, N. Y., under the direction of the Safety Division of the Chamber of Commerce with the object of cutting down motor vehicle accidents. The Safety Bureau has enlisted the support of the fleet operators, most of whom have pledged their aid in having their truck drivers join the organization.

W. E. Green has resigned as field secretary of the Motor and Accessory Manufacturers Association so that he may devote more time to his own business, the International Stamping Co.

Norman F. Kimball has been appointed advertising manager of the American-LaFrance and Foamite Corp., a combination of the American-LaFrance Fire Engine Co. and the Foamite-Childs Corp.

Road Show Will Stimulate Truck and Equipment Sales

(Concluded from page 13)

approximately 3,000,000. Of this the Federal system comprises 185,772 miles, of which 64,209 miles have been improved. The state highway departments have improved 40,000 to 50,000 miles outside of the Federal aid system and county and local administrations have improved in some measure about 600,000 miles.

This leaves more than 2,000,000 miles of unimproved and only partly graded highways. In addition, a considerable amount of the semi-improved highways included under county and local administration needs to be straightened, relocate and resurfaced. In thickly congested areas demands have been created for the construction of auxiliary roads for lightening the burden on many of our arterial and primary roads. And as registrations increase, still greater distribution of traffic will be required by the extension of the relief-highway system.

All this indicates that a tremendous amount of road building is still in prospect. Needless to say that new construction together with the increasing amount of road maintenance necessary to keep this growing system in fit condition, affords an important outlet for truck equipment for many years to come.

The money necessary to carry on this large road-building program constitutes an enormous outlay annually and is obtained largely from the users of the highways in the form of gasoline taxation and registration fees and drivers' licenses. Revenues raised in this manner are, with the exception of administration expenditures, almost entirely applied to highways, and a considerable part of the total is used in the purchase of new and replacement road-building equipment.

In 1926 the states collected $475,885,583 in gasoline, registration and license taxes alone. And, with the many rate increases voted during the last legislative sessions, and the ever increasing registrations, the money collected in 1927 will easily pass the $500,000,000 mark. This does not constitute all of the money available for highways, however, as other forms of taxation yield large additional sums and the Federal government is contributing about $80,000,000 annually.

The accompanying tabulation shows in part what various states will spend this year and next for highways, as in many cases expenditures for local and municipal roads are not included.

One of the outstanding features of the road-building industry is the remarkable development of special purpose machinery. With relatively high labor costs to consider, road builders have been forced to resort to special road-building equipment wherever possible to speed up production. As a consequence, machinery, wherever it has proved cheaper, has not only replaced a large amount of human muscle but has substantially increased the output per man. At the same time it has brought about a lower cost per mile of highway constructed or maintained.

Of the many industries contributing special labor-saving equipment, the truck industry has been one of the foremost. By closely following the needs and methods of road builders and keeping in close touch with their every experience, our industry has been a large factor in advancing the art of road building to the place it holds today. No matter how small or large the job, or what the system of construction employed by the contractor, he can obtain trucks, tractors, trailers, bodies, etc., built for his specific purpose.

Commercial Car Specifications on page 35

"I'LL TAKE MY BUS ANYTIME"

THIS man's got it on the rest of the boys—no yanking and pulling for him. His bus is equipped with a Ross Cam and Lever Steering Gear. Weaves through traffic safely and easily. Keeps his schedules. Wins the confidence of his passengers. For Ross makes any bus twice as easy to handle, minimizes driving fatigue and leaves the driver cheerful and *alert*. There's more to the Ross story. It's worth hearing—when can we finish it?

ROSS GEAR AND TOOL COMPANY - - Lafayette, Indiana

Member Motor Truck Industries, Inc., of America

ROSS

CAM *and* LEVER STEERING GEARS

EASIER STEERING LESS ROAD SHOCK

Passenger car dealers

Solve your problem of seasonal slumps

Stewart
2½-3 Ton
Worm Drive
$3200 Chassis

~carry a line of trucks

Models

¾ Ton
6 Cylinder, $895, Chassis
1 Ton
6 Cylinder, $985, Chassis
1¼ Ton
4 Cylinder, $1245, Chassis
6 Cylinder, $1370, Chassis
1½-2 Ton
4 Cylinder, $1695, Chassis
6 Cylinder, $1795, Chassis
2 Ton
4 or 6 Cyl., $1895, Chassis
2-2½ Ton
6 Cylinder, $2490, Chassis
2½-3 Ton
6 Cylinder, $3200, Chassis
3½-4 Ton
6 Cylinder, $4200, Chassis
Also 18 Passenger Bus Chassis
All prices f. o. b. Buffalo

THE dealer who depends upon the sale of passenger cars alone not only limits his profits but places himself completely at the mercy of the public's buying whims. Model changes, style fads, fluctuating prices, seasonal slumps, buffet him about like a cork at sea.

But the dealer who also carries a line of trucks enjoys a stabilizing influence that steadies his business and boosts his profits. There are no seasonal slumps in truck sales.

Investigate the Stewart franchise and the Stewart truck. America's Greatest Truck Value, world famous for economy, long life and riding ease. An increase of 47% in shipments and 50% in orders over 1926 is proof of their popularity. Write for information.

STEWART MOTOR CORPORATION
BUFFALO, N. Y.
EXPORT BRANCH 90 WEST ST., (Dept. 3) NEW YORK CITY
All Codes Used

Stewart
MOTOR TRUCKS

"Buddy" Stewart
1-Ton
6 Cylinder
$985 Chassis

Hundreds of Stewart fleets have grown from a single Truck

Stewart Trucks have won by costing less to run

Commercial Car Specifications—Corrected Monthly

Commercial Car Specifications—Corrected Monthly

The Specifications, Chassis Prices, Etc., Are Corrected Each Month From Data Supplied Direct by the Makers. Gasoline Tractor-Trucks Will be Found at the End of Gasoline Commercial Cars

Those Chassis Which Are Sold and Recommended for Bus Use Are Designated in the Following Table by Reference Sign (§) in Front of the Name

For Motor Bus Chassis See Pages 46 and 47

(Where prices are not given it is because we have been unable to get them from authoritative sources)

Key of abbreviations, page 48

Trade Name and Model	General				Engine								Electrical System		Clutch	Gearset			Rear Axle			Gear Ratios		Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Tire Size: Front (inches)	Tire Size: Rear (inches)	Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Type and Make	Make and Model	Location	No. of Forward Speeds	Universals (Make)	Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low						
1000 Pounds																														
Chevrolet Cap. Com. Ch.	395	103	B 29x4.40	B29x4.40	Own	4-3-11/16x4	21.7	H	PS	Non	Har	Car	V	D-R	D-R	P. Own	Own Cap.	U	3	Own	Own Cap	S	1/2	3 82	12 68	A	Own Cap.	S.S	Own	Jax	Jax	1550
G. M C. DeLuxe Del.	585	110	B 29x4.75	B29x4.75	Pontiac	6-3 1/4x3 3/4	25.3	L	PC	Non	Lon	Car	V	D-R	D-R	P. Own	Own	U	3	Own	Own	B	1/2	4.18	13.92	A	Own	.....	Jac	Mot	.....	1820
Graham Bros. SD	....	108	B 29x5.00	B29x5.00	Dodge	4-3 7/8x4 1/2	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	P. B&B	Dodge	U	3	Dodge	Dodge	S	1/2	3.77	12.88	B	Dodge	Det	Gem	Kel	Kel	2035
Reo Speed Wagon Jr.	895	115	B 28x5.25	B28x5.25	Con	6-3 1/4x4	25.3	L	PC	Non	Har	Sch	V	N-E	N-E	P. B&B	W-G	U	3	U-P	Sal	S	1/2	4.7	14.63	E	Sal	S. S.	Ros	Mot	Fir	2295
Star Four Com Ch.	470	103	P 30x3 1/2	P 30x3 1/2	Con	4-3 5/8x4 1/4	18.2	L	PC	Non	Fed	Til	V	A-L	A-L	P. Own	Own	A	3	Spi	Own	S	1/2	4 87	16.16	A	Own	Own	Own	Hay	Hay	1500
1500 Pounds																														
Graham Bros. DD	670	116	B 31x5.25	B31x5.25	Dodge	4-3 7/8x4 1/2	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	P. B&B	Own	U	3	Dodge	Dodge	S	1/2	4.17	17 22	A	Own	Det	Ros	Kel	Kel	2170
Graham Bros. DDX	685	116	P 33x4 1/2	P 33x4 1/2	Dodge	4-3 7/8x4 1/2	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	P. B&B	Own	U	3	Dodge	Dodge	S	1/2	4.17	17.22	A	Own	Det	Ros	Kel	Kel	2210
Int. Harvester Spec. Del	...	116	B 30x5.25	B30x5.25	Wau X	4-3 1/2x4 1/2	19.6	L	PC	Non	Lon	Zen	G	D-R	D-R	Roc	M.M	U	3	M-M	Eat	S	1/2	4.45	.....	B	Eat	...	D-G	.....	Fir	2000
Kleiber	1450	136	P 30x5	P 30x5	Con	6-2 7/8x4 3/4	19.8	L	PC	Non	Own	Str	G	D-R	D-R	D. B-L	B-L 20	U	3	Spi	Tim 5260	B	1/2	5 36	.....	B	Tim 12300	Bet	Ros	Smi	Fir	3000
Stewart Buddy	895	118	B 30x5 25	B30x5.25	Con	6-2 7/8x4 3/4	19 8	L	PC	Non	Own	Zen	G	D-R	D-R	D. Own	Own	U	3	Own	Own	B	1/2	4 8	30 0	A	Own	Own	Gem	Own	Fir	2250
Studebaker	925	113	B 32x6.00	B32x6.00	Own	6-3 3/8x4 1/2	27.3	L	FP	Non	McC	Str	V	D-R	D-R	P. Lon	Own	U	3	Spi	Own	S	3/4	4.6	15 0	E	Own	Own	Ros	Kel	Kel	2480
Yellow Cab O6	1295	109	P 30x5	P 30x5	Buick Std.	6-3 1/8x4 1/2	23.4	...	PC	Non	Lon	Mar	V	D-R	D-R	D. B-L	Mun	U	3	Spi	Tim 5515	B	1/2	4.90	19 6	B	Tim 1341	Mar	Ros	Mot	Fir	2500
1 Ton																														
Acme 14	....	120	P 30x5	P 30x5	Con H8	4-3 5/8x4 1/4	18 2	L	PC	Non	Per	Til	V	A-L	A-L	P. B&B	M.M.	U	3	M.M	Sal 1595E	S	1/2	6.1	18.73	B	Sal SK267	Det	D-G	Bim	Fir	2000
Acme 16	....	120	P 30x5	P 30x5	Con 20L	6-2 3/4x4 3/4	18.2	L	PC	Non	Per	Til	V	A-L	A-L	P. B&B	M.M.	U	3	M.M	Sal 1595E	S	1/2	6.1	18.73	B	Sal SK267	Det	D-G	Bim	Fir	2100
Acorn	2050	144	P 34x5	P 34x5	Con S4	4-4 1/4x4 1/2	28.9	L	FP	Non	Chi	Zen	G	Bos-R	A-L	D. Ful	Ful SU12	U	3	Spi	Cla B501	S	1/2	5.66	22.6	A	Shu 310	Tut	Ros	.....	.....	3600
Biederman	....	138	P 30x5	P 30x5	Con 8R	6-3 3/4x4 1/2	27.3	L	PC	Non	Own	Zen	G	Del	A-L	D. B-L	B-L 31	U	3	Spi	Cla	B	1/2	5.5	27.	A	Shu	Mat	Ros	Cla	Fir	3200
Brockway Junior	...	130	P 30x5	P 30x5	Wis C	4-3 3/4x5	22.5	H	FP	Non	G&O	Zen	V	A-L	A-L	P. B&B	B-L 30	U	3	Spi	Col 35001	B	1/2	5.12	20.84	A	Col 1624	Row	Ros	Smi	Fir	2990
§Chevrolet Cap.	495	124	B 29x4 40	P 30x5	Own Sup	4-3 11/16x4	21.7	H	PS	Non	Har	Car	V	D-R	D-R	P. Own	Own Cap.	U	3	Own	Own Cap.	S	1/2	5.43	18.03	A	Own Cap.	S.S	Own	Jax	Jax	2030
Chicago AX	....	121 1/2	P 32x6	P 32x6	Wau XA	4-3 1/2x4 1/2	19.6	L	PC	Non	Chi	Zen	G	A-L	A-L	D. B-L	B-L 20 B	U	3	Pic	Tim 5260	B	1/2	5.71	19.07	A	Tim 11600	Mat	Ros	Smi	Fir	2850
Clydesdale 16	....	140	P 34x5	P 34x5	Con S4	4-4 1/4x4 1/2	28.9	L	FP	Non	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Tim 5620	B	F	6.43	30.86	A	Tim 1250	Per	Ros	St M	Fir	3450
Commerce 8A	....	130	P 30x5	P 30x5	Con 11U	6-3 1/4x4 3/8	25.3	L	PC	Non	Lon	Zen	V	D-R	D-R	P. Lon	Cov JUH	U	3	Blo	Cla B365	B	1/2	5.66	20.5	A	Shu 310	Bea	Ros	Smi	Fir	2900
Concord K	1750	130	P 30x5	P 30x5	Bud WTU	4-3 3/4x5 1/8	22.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. Cov	Cov JUC	U	3	Blo	Col 54008	B	3/4	5.1	18.46	A	Col 5307	Bea	Ros	StM	Fir	2900
Corbitt 20	....	132	P 30x5	P 30x5	Con 31L	6-2 7/8x4 3/4	19.8	L	FP	Non	McC	Zen	V	D-R	D-R	D. B-L	B-L	U	3	Spi	Tim 5260	B	1/2	6.14	20.45	A	Eat 750	Mat	Ros	Smi	Fir	3025
Corbitt 21	....	132	P 30x5	P 30x5	Con 12C	6-3 1/4x4 3/8	25.3	L	PC	Non	McC	Zen	V	D-R	D-R	D. B-L	B-L 20-B	U	3	Spi	Cla B365	B	1/2	5 66	20 5	A	Eat 750	Mat	Ros	Smi	Fir	3100
Day-Elder M	1345	131	P 30x5	P 30x5	Con 12C	6-3 1/4x4 3/8	25.3	L	PC	Non	G&O	Zen	V	D-R	D-R	D. B-L	B-L 20B	U	3	Spi	Col 35000	B	1/2	4.9	16.4	A	Col 1631	Bea	Ros	Cla	.....	3100
Denby 41	....	128	P 34x5	P 34x5	Her O	4-4x5	25.6	L	PC	.....	Lon	Zen	G	A-L	A-L	D. Ful	Ful	U	3	U-P	Col 54005	S	3/4	5.8	23.2	..	Con	Det	Ros	StM	Fir	3315
§Diamond T76	....	130	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	G&O	Zen	G	Apo	A-L†	D. Cov	Cov JUC	U	3	Spi	Col 54005	B	3/4	5.12	18.6	A	Col 5306	Mat	Ros	Smi	Fir	3240
Eagle 10	....	130°	P 30x5	P 30x5	Lyc CT	4-3 3/4x5	22.5	L	PC	Non	Own	Zen	G	A-L	A-L	D. Cov	Cov JUC	U	3	Pet	Col 350-3	B	1/2	5.12	18.8	A	Col 1631	Cha	Ros	Smi	Fir	3000
Federal F6	....	124	P 30x5	P 30x5	Con 30L	6-2 7/8x4 3/4	19.8	L	PC	Non	Lon	Zen	V	D-R	D-R	P. B&B	Own	U	3	Pet	Tim 5260	B	1/2	5.85	22.3	A	Own	Mat	Gem	M.M.	Fir	2500
Federal Scout	....	124	P 30x5	P 30x5	Wau X	4-3 1/2x4 1/2	19.6	L	PC	Non	Lon	Zen	...	D-R	D-R	P. Lon	Own	U	3	Pet	Tim 5260	B	1/2	5.85	22.3	A	Own	Mat	Gem	M.M.	Fir	2400
Fisher Jr. Express	....	140	P 30x5	P 30x5	Con 31L	6-2 7/8x4 3/4	19.8	L	FP	Non	Per	Ste	V	A-L	A-L	. Lon	M.M L U	U	3	Blo	Sal F	S	1/2	6.1	.....	B	Sal F	Det	Ros	Smi	.....	2500
§Garford 20	1485	136	P 30x5	P 30x5	Bud WTU	4-3 3/4x5 1/8	22.5	L	PC	Non	Lon	Zen	V	A-L	A-L	P. B&B	Mun	U	3	Spi	Col	S	F	5.1	20.4	A	Col	Per	Han	Day	Fir	3300
Garford 20-6	1585	136	P 30x5	P 30x5	Bud HS6	6-3 3/8x4 1/2	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	P. B&B	Mun	U	3	Spi	Col	S	F	5.1	20.4	A	Col	Per	Han	Day	Fir	3350
GMC T-20	1095	132°	P 30x5	P 30x5	Buick Std.	6-3 1/2x4 1/2	23.4	H	PC	K-P	Lon	Mar	V	D-R	D-R	D. Own	Mun	U	3	U-M	Tim 5260	B	1/2	5.57	22 28	A	Tim 11600	Arm	Ros	M. M	Kel	2900
Gotfredson 20 B	....	131°	P 30x5	P 30x5	Bud WTU	4-3 3/4x5 1/8	22.5	L	PC	Non	McC	Zen	V	D-R	D-R	P. B&B	B-L 20B	U	3	Spi	Cla B365	B	1/2	5.66	18.9	B	Shu 5400	Det	Ros	Van	Fir	3000
§Graham Bros. BD	895	126	P 30x5	P 30x5	Dodge	4-3 7/8x4 1/2	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	P. B&B	Own	U	3	U-P	Own	S	1/2	5.10	21.08	A	Own	Det	Ros	Cla	Kel	2530
Graham Bros. ID	980	137	P 30x5	P 30x5	Dodge	4-3 7/8x4 1/2	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	P. B&B	Own	U	3	U-P	Own	S	1/2	5.10	21.08	A	Own	Det	Ros	Cla	Kel	2860
Graham Bros. IDX	1020	137	P 33x5	P 33x5	Dodge	4-3 7/8x4 1/2	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	P. B&B	Own	U	3	U-P	Own	S	1/2	5.10	21.08	A	Own	Det	Ros	St M	Fir	2875
Gramm 263N	1485	133°	P 30x5	P 32x6	Lyc S	6-3 1/4x4 1/2	25.3	L	PC	Non	Own	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Blo	Eat 1002	B	1/2	5.33	21.3	B	Col 5300	Mat	Ros	Smi	Fir	3585
Gramm-Bernstein 10	....	129	P 30x5	P 30x5	Lyc CT	4-3 3/4x5	22.5	L	PC	Non	Own	Zen	G	A-L	A-L	D. Mun	Mun T23	U	3	Pic	Sal A	R	3/4	5.85	23.08	B	Sal D	Per	Ros	Ind	Fir	3020
Grass Premier 40	....	130°	P 30x5	P 30x5	Lyc CT	4-3 3/4x5	22.5	L	PC	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	M.M.	Tim 5260	E	1/2	5.38	21.2	B	Shu 5425	Det	Ros	Van	Gdy	2950
Grass Premier 40-6	....	130°	P 30x5	P 30x5	Lyc S	6-3 1/4x4 1/2	25.3	L	PC	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	M.M.	Tim 5260	E	1/2	5.38	21.2	B	Shu 5425	Det	Ros	Van	Gdy	3050
Hahn SJ4	....	138	P 30x5	P 30x5	Her O	4-4x5	25.6	L	PC	Non	G&O	Zen	V	A-L	A-L	D. B-L	B-L 30	U	3	Pet	Eat 1002	S	1/2	5.33	21.8	A	Eat 750	Mat	Ros	Van	Fir	3100
Hahn SJ6	....	138	P 30x5	P 30x5	Bud HS6	6-3 3/8x4 1/2	27.3	L	PC	Non	G&O	Zen	V	A-L	A-L	D. B-L	B-L 30	U	3	Pet	Eat 1002	S	1/2	5.33	21.8	A	Eat 750	Mat	Ros	Van	Fir	3200
Indiana 11X	....	120	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	McC	Str	G	A-L	A-L	P. B&B	B-L 31	U	3	Spi	Cla B365	S	1/2	5 1	24 48	A	Shu 5405	Bea	Ros	Cla	Fir	3300
Kenworth A	2250	131	P 30x5	P 30x5	Bud WTU	4-3 3/4x5 1/8	22.5	L	PC	Non	Own	Zen	V	D-R	D-R	D. B-L		U	3	Spi	Tim 6258	W	F	6 00	28 8	A	Tim 12300	Lah	Ros	Sml	Fir	4100
King Zeitler 22A	....	131	P 30x5	P 30x5	Con 31L	6-2 7/8x4 3/4	19.8	L	PC	Non	Chi	Zen	G	A-L	A-L	D. B-L	B-L 20	U	3	Blo	Tim 5260	S	1/2	6.83	22.8	A	Shu 5400	Tut	Ros	Bim	Fir	3000
Kissel	.....	140	P 34x5	P 34x5	Own	4-3 1/2x5 1/4	24.1	L	SP	Non	McC	Str	V	D-R	D-R	D. W-G	W-G T38L	U	3	Spi	Tim 6258	W	F	5 16	18 88	A	Tim 1452	Mat	Ros	Bim	Fir	3780

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size: Front (inches)	General: Tire Size: Rear (inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
1 Ton—Cont'd																																
Larrabee A3	1350	133	P 30x5	P 30x5	Con 11U	6-3¼x4⅝	25.3	L	PC	Non	Fed	Zen	G	D-R	D-R	D. B-L	B-L	U	3	Spi	Col 1600	B	½	5.10	17.1	...	Col 35000	Eat	Ros	Sml	Fir	3100
Le Moon H-10	....	140	P 30x5	P 30x5	Con 12C	6-3¼x4⅝	25.3	L	FP	Non	Chi	Str	G	D-R	D-R	D. B-L	B-L 20B	U	3	Spi	Cla B-365	B	½	5.6	18.7	B	Tim 12300	Tut	Ros	Smi	Fir	2900
Luedinghaus	....	130	P 30x5	P 30x5	Wau V	4-4x5	25.6	L	PC	Non	Own	Zen	G	Eis	A-L	D. B-L	B-L 31	U	3	.....	Wis 800G	W	½	.....	.....	A	Shu 5410	.....	Ros	Smi	Fir	2850
Menominee	1650	132	P 30x5	P 30x5	Wis SU	4-4x5	25.6	H	PC	Non	Per	Zen	V	Eis	A-L	P. B&B	D-G KL400	U	3	Blo	Col 54000	S	¾	4.58	18.3	A	Col 5400	Tut	Ros	Van	Fir	3250
§Nash 2018	1595	130	S 34x4‡	S 34x5‡	Own 4	4-3¾x5¼	22.5	L	...	Sim	Lon	Str	G	Eis	A-L	P. B&B	D-G C	U	3	Own	Cla 1-D	I	D	6.80	21.8	D	Own 2018	Har	Lav	Bir	....	3400
Parker Chariot	1750	140	P 33x5	P 33x5	Wis SU	4-4x5	25.6	H	PC	Non	Mod	Str	V	Eis	Eis	Ful	Ful SC10	U	3	....	Tim 5620	B	F	6.42	.....	A	Tim 12300	Tut	Ros	Bim	Fir	3250
Reo FA	....	133	P 32x6	P 32x6	Own	6-3⅛x5	24 3	F	PS	Non	Own	Sch	V	N-E	N-E	D. B-L	Own	U	3	Pet	Own	S	½	5.2	22.96	E	Own	S. S.	Own	Cla	Fir	3250
Sandow G	....	120	S 33x5	S 33x5	Her OX	4-4x5	25.6	L	PS	Non	Chi	Str	G	Eis	Non	D. Ful	Ful TU¾	U	3	Spi	She	W	...	5.5	23.4	A	Shu 310	.....	Ros	Opt	Fir	3000
Sandow GA	....	130	S 32x6	S 32x6	Her OX	4-4x5	25.6	L	PC	Non	Own	Str	G	Bos-A	A-L	D. Ful	Ful TU¾	U	3	Spi	She	S	½	5.5	15.6	A	She 310	Mar	Lav	Dis	Fir	3000
Schacht	....	132	P 30x5	P 30x5	Wis SU	4-4x5	25.6	H	PC	Non	Own	Zen	V	Bos-A	Non	D. Ful	Ful GU-7	U	4	Blo	Wis	...	.	6.00	28 8	A	Shu 510	E.t	Ros	.....	....	....
Service 25H	....	146	P 32x6	P 32x6	Bud WTU	4-3¾x5⅛	22 5	L	PC	Non	Own	Zen	V	D-R	D-R	P. B&B	B-L 31	U	3	M-E	Tim 5620	B	F	6.42	30.8	A	Shu 310-20	She	Ros	Smi	Fir	3900
Star Fleetruck	950	128	P 30x5	P 30x5	Con	6-2¾x4¾	18 2	L	PC	Non	Fed	Til	V	A-L	A-L	P. Own	Own	A	1	Spi	Sal	S	½	5.1	19.3	A	Sal	Own	Gem	Bim	Bim	2365
Stewart Buddy	985	128	P 30x5	P 30x5	Con	6-2⅞x4¾	19.8	L	PC	Non	Fed	Joh	G	D-R	D-R	D. W-G	W-G	U	3	Spi	Sal	B	½	4.8	30.0	A	Own	Det	Gem	Cla	Fir	2550
United 16	....	120	P 32x4½	P 32x4½	Wau X	4-3½x4½	19 6	L	PC	Non	Per	Zen	G	A-L	A-L	P. B&B	W-G	U	3	Blo	Cla B365	B	½	5.66	17.63	B	Shu 5400	Det	Lav	.....	Fir	2400
United 16C6	....	120	P 32x4½	P 32x4½	Con 20L	6-2¾x4¾	18.2	L	PC	Non	Per	Til	V	A-L	A-L	P. B&B	W-G	U	3	Blo	Cla B-365	B	½	5.66	17.63	B	Shu 5400	Det	Lav	.....	Fir	2500
§U. S. U.	1850	138	P 34x5	P 34x5	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Own	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Cla B-501	B	½	6.25	30.0	A	Shu 350	.....	Lav	Sch	Fir	3400
Wachusett S.	....	152	S 34x5	S 34x5	Con 8R	6-3⅜x4½	27.3	L	PC	Non	G&O	Zen	V	Bos-A	Bos-A	D. B-L	B-L 30	U	3	Har	Tim 5511	W	¾	5.5	22.5	...	Tim 1250	Sav	Ros	Smi	Fir	3300
White 15 B	1545	133½°	P 30x5	P 30x5	Own GKA	4-3¾x5⅛	22.5	L	SP	Non	Own	Zen	V	L-N	L-N	P. Own	Own 15	A	4	Spi	Own 15B	S	½	5 36	18.6	A	Own 15	Own	Own	Own	Fir	3242
Willys Knight T-100	....	130	P 30x5	P 30x5	Own	6-2⅛x3⅞	20.7	X	PC	Mon	Own	Til	V	A-L	A-L	P. B&B	Own	U	3	M.M.	Tim	S	½	6.14	19.35	E	Own	Mat	Own	M.M	Hay	2700
Yellow Cab T1	1450	130	P 33x5	P 33x5	Con V4	4-3¾x5	22.5	L	PS	Non	Lon	Zen	V	Bos-A	N-E	D. B-L	B-L 35	U	4	Spi	Tim 5516	B	½	5.37	17 3	B	Tim1341EGO	Mar	Gem	Mot	Fir	3130
Yellow Cab T-1	1550	150	S 33x5	S 33x5	Con V4	4-3¾x5	22.5	L	PS	Non	Lon	Zen	V	Bos-A	N-E	D. B-L	B-L 35	U	4	Spi	Tim 5516	B	½	5.37	17.3	B	Tim1341EGO	Mar	Gem	Mot	Fir	3210
Yellow Knight T2	1095	124	P 30x5	P 32x6	Yell V	4-3⅞x5	18.9	X	PS	Non	Lon	Zen	G	N-E	N-E	P. B&B	Mun T23	U	3	Thei	Tim 5310-21	S	½	6.14	24.5	A	Tim 12300	Mar	Gem	Mot	Fir	2605
1¼ Ton																																
Acme 24	....	136	P 30x5	P 30x5	Con S4	4-4¼x4½	28.9	L	FP	Non	Per	Zen	V	A-L	A-L	D. Ful	Ful SU12	U	3	Blo	Col 54010	S	F	5.85	23.4	A	Col 5303	Det	Ros	Smi	Fir	3450
Biederman	....	154	S 34x5	S 34x6	Con 8R	6-3⅜x4½	27.3	L	PC	Han	Own	Zen	G	D-R	A-L	D. B-L	B-L 31	U	3	Spi	Tim	W	½	7.2	35.0	A	Shu	Mat	Ros	StM	Non	3600
Clinton 20B	....	153	P 30x5	P 30x5	Wau V	4-4x5	25.6	L	PC	Non	Own	Zen	V	Apo	D-R	D. B-L	B-L 31	U	3	Blo	Cla B501	B	½	6.28	29.5	A	Shu 5405	Row	Ros	Van	Fir	3750
Clydesdale 10A	....	154°	P 34x5	P 34x5	Con S4	4-4¼x4½	28.9	L	FP	Non	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Tim 6258	W	½	6 75	32.4	A	Tim 1250	Per	Ros	Smi	Fir	3250
Concord KX6	....	160	P 30x5	P 30x5	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	Own	Zen	V	A-L	A-L	D. Cov	Cov JUC	U	3	Blo	Col 54008	S	F	5.1	18 46	A	Col 5307	Bea	Ros	St M	Fir	3500
Defiance	....	130	P 30x5	P 30x5	Own	6-3½x5	23.4	L	PS	Non	Own	Zen	V	A-L	A-L	P. B&B	Dur	U	3	Spi	Own	B	½	5 00	.....	A	Shu	Det	Gem	Van	Fir	3100
Gramm 263 N	1485	133°	P 30x5	P 32x6	Lyc S	6-3¼x4¾	25.3	L	PC	Non	Own	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Blo	Eat 1002	B	½	5.33	21.3	B	Col 5300	Mat	Ros	Smi	Fir	3585
Gramm-Bernstein 10	....	129	P 30x5	P 30x5	Lyc CT	4-3¾x5	22.5	L	PC	Non	Own	Zen	G	A-L	A-L	D. Mun	Mun T23	U	3	Pic	Sal A	B	¾	5.85	23.4	B	Sal D	Per	Ros	Ind	Fir	3020
Indiana 11	....	129½°	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	McC	Str	G	A-L	A-L	P. B&B	B-L 31	U	3	Spi	Cla B365	S	½	5.1	24 48	A	Shu 5405	Bea	Ros	Cla	Fir	3300
Indiana 611	....	133°	P 30x5	P 30x5	Con 12C	6-3¼x4⅝	25.3	L	PC	Non	McC	Str	G	A-L	A-L	P. B&B	B-L 31	U	3	Spi	Cla B365	B	½	5.1	24.48	A	Shu 5405	Bea	Ros	Cla	Fir	3675
Int. Harvester S-24	....	130	P 32x4½	P 32x4½	Lyc CT	4-3¾x5	22.5	L	PC	Non	Lon	Zen	G	D-R	D-R	P. Lon	Own	U	3	M. M	Eat	S	½	5.33	21.3	A	Eat	S.S.	CAS	.....	Fir	3025
Int. Harvester S-26	....	130	P 32x4½	P 32x4½	Lyc 4SG	6-3¼x4½	22.5	L	PC	Non	Lon	Zen	G	D-R	D-R	P. Lon	Own	U	3	M. M	Eat	S	½	5.33	21.3	A	Eat	S.S.	CAS	.....	Fir	3090
Maccar 36	....	140	P 30x5	P 30x5	Bud HS	6-3⅜x4½	27.3	L	PC	Non	Lon	Zen	V	D-R	D-R	D. B-L	B-L 31	U	3	Spi	Eat 1002	B	½	5.66	27.2	A	Shu 5405	Row	Ros	Van	Fir	3700
Master 11	....	132	P 35x5	P 35x5	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Chi	Zen	G	Bos-A	Bos-A	D. Ful	Ful SU	U	3	Spi	Cla	S	½	5.5	22.0	A	Tim	Det	Ros	StM	Fir	3000
§Noble 124	....	143	P 30x5	P 32x6	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Chi	Str	V	A-L	Bos-A	D. Ful	Ful SU10	U	3	Blo	.....	S	...	.....	.....	...	Shu 310	Tut	Ros	.....	Fir	3500
Republic 75-6	....	128½	P 35x5	P 30x5	Lyc 4SL	6-3¼x4½	25.3	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	½	5.33	21.3	A	Eat	Mat	Han	Van	Fir	.....
Republic 75	....	124°	P 30x5	P 30x5	Lyc CT	4-3¾x5	22.5	L	PC	Non	Own	Str	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	½	5.33	21.3	A	Eat	Mat	Han	Van	Fir	2900
Ruggles 18	....	134	P 30x5	P 30x5	Lyc CT	4-3¾x5	22.5	L	PC	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 20B	U	3	Spi	Col 34000	B	½	4.7	15.7	A	Col 1600	Det	Jac	Van	Fir	3000
Ruggles 18	....	134	P 30x5	P 30x5	Lyc 4 SG	6-3¼x4½	25.3	L	PC	Non	Par	Zen	V	D-R	D-R	D. B-L	B-L 20B	U	3	Spi	Col 34000	B	½	4 7	15.7	A	Col 1600	Det	Jac	Van	Fir	3000
Selden Pacemaker 24	....	142°	S 30x5	S 30x5	Con S4	4-4¼x4½	28.9	L	PC	Non	Own	Str	G	D-R	D-R	D. B-L	B-L 31	U	3	.....	Cla	B	½	.....	.....	A	Shu	.....	Ros	Van	....	3680
Selden Pacemaker 27	....	142°	S 30x5	S 30x5	Con C12	6-3¼x4⅜	25.3	L	PC	Non	Own	Str	G	D-R	D-R	D. B-L	B-L 31	U	3	.....	Cla	B	½	.....	.....	A	Shu	.....	Ros	Van	....	3680
Stewart 16	1245	130	P 30x5	P 30x5	Lyc CT	4-3¾x5	22.5	L	FP	Non	Own	Zen	G	D-R	D-R‡	D. Ful	Ful SU-1	U	3	Spi	Cla B-365	B	¾	5.10	24.0	A	Col 3008	Det	Gem	Ind	Fir	2680
Stewart 16X	1370	130	P 30x5	P 30x5	Lyc	6-3¼x4½	25.3	L	FP	Non	Own	Zen	G	D-R	D-R	D. Ful	Ful	U	3	.....	Cla	B	½	5.1	24.0	A	.....	.....	Gem	.....	Fir	2800
Stoughton C	....	131	P 34x4½	P 34x4½	Own	4-3⅝x4½	18.2	H	FP	Non	Par	Zen	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	The	Col 54000	S	¾	5.87	25 3	A	Col 5300	Own	Ros	Bim	Gdy	2650
United 20	....	130	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	Per	Zen	V	A-L	A-L	D. B-L	B-L 20B	U	3	Blo	Cla B-365	B	½	5.66	17 0	A	Shu 5400	Det	Ros	Van	Fir	2900
United 20C6	....	130	P 30x5	P 30x5	Con 11U	6-3¼x4⅝	25.3	L	PC	Non	Per	Zen	V	A-L	A-L	D. B-L	B-L 20B	U	3	Blo	Cla B-365	B	½	5.66	17.0	A	Shu 5400	Det	Ros	.....	Fir	2900
Victor 25	....	131	P 30x5	P 30x5	Her O	4-4x5	25.6	L	PC	Non	Lon	Zen	V	A-L	A-L	D. Cov	Cov JUC	U	3	Pic	Col 54000	S	¾	5.1	20 4	B	Col 5410	Mar	Ros	.....	Fir	3000
White 57	2725	141°	P 32x6	P 32x6	Own GRC	4-4x5¾	25.6	L	F P	Own	Own	Zen	V	L-N	L-N	P. Own	Own GRBB	U	4	Spi	Own 57	S	½	4.67	19.3	A	Own 57	Own	Own	Own	Fir	3774
Woode 18B	....	129	P 30x5	P 32x6	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Mod	Zen	V	D-R	D-R	D. B-L	B-L 31	U	3	Spi	Tim 5620	B	F	5.37	.....	A	Shu	Tut	Ros	Bim	Fir	3200
Woode 18BC	....	116	P 30x5	P 32x6	Bud WTU	4-3¾x5⅛	22,5	L	PC	Non	Mod	Zen	V	Bos-A	Non	D. B-L	B-L 31	U	3	Spi	Tim 5620	B	F	6.43	...	A	Shu	Tut	Ros	Bim	Fir	3250
1½ Ton																																
§Acme 36		136	P 32x6	P 32x6	Con 8R	6-3⅝x4½	27.3	L	PC	Non	Per	Zen	V	A-L	A-L	D. Ful	Ful SU12	U	3	Blo	Tim 5620	S	F	6.43	25.7	A	Tim 1460	Det	Ros	Sml	Fir	3600
Acorn	2300	144	S 34x4	S 34x6	Con S4	4-4¼x4½	28.9	L	PC	Non	Chi	Zen	G	Bos-R	.....	D. Ful	Ful SU12	U	3	Spi	Cla B720	S	W	7.00	28.0	A	Shu 350	Tut	Ros	.....	....	4400
§Armleder 30	....	148°	S 34x4‡	S 34x6‡	Her OX	4-4x5	25.6	L	PC	Non	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	½	7.25	39.0	A	Tim	Mar	Ros	Sml	Fir	4400
Armleder 30B	....	150°	S 34x4‡	S 34x6‡	Bud KBU-1	4-4x5¼	25.6	L	PC	Non	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	½	7.25	39.0	A	Tim	Mar	Ros	Smi	Fir	4400
Armleder 30-6	....	153°	S 34x4‡	S 34x6†	Bud HS6	6-3⅝x4½	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	W	½	7.25	39.0	A	Tim	Mar	Ros	Smi	Fir	4500
Autocar A		142°	P 32x6	P 32x6	Own A	4-4x5½	25 6	L	SP	Non	G&O	Str	V	L-N	L-N	P. Lon	B-L 31	U	3	Spi	Tim 5623-BX	W	½	6.43	30.62	E	4 P.	Han	.....	.....	....	3900
Bederman		166°	S 34x5	S 34x8	Con 8R	6-3¼x4½	27.3	L	PC	Non	Own	Zen	G	D-R	D-R	D. B-L	B-L 31	U	3	Spi	Tim	W	½	7.78	38.0	A	Shu	Mat	Ros	StM	Non	4600
Brockway E		139½°	P 32x6	P 32x6	Wis SU	4-4x5	25 6	H	FP	Non	G&O	Zen	V	L-N	L-N	D. B-L	B-L 30	U	4	Spi	Col 54002	B	½	5 12	20 84	A	Col 5309	Row	Ros	Smi	Fir	3870
Brockway E6		158	P 32x6	P 32x6	Wis SU	4-4x5	25 6	H	FP	Non	G&O	Zen	V	Bos	L-N	D. B-L	B-L 30	U	4	Spi	Col 54002	B	½	5 12	21 7	A	Col 5309	Row	Ros	Smi	Fir	4030
Chevrolet 18V		157½	P 32x6	P 32x6	Wau V	4-4x5	25 6	L	PC	Non	Chi	Zen	G	Apo	A-L	D. B-L	B-L 31	U	3	Blo	Tim 5620	B	F	5 37	25 8	A	Tim 12300	Mat	Ros	Smi	Fir	3720
Chevrolet 18V		157½	P 32x6	P 32x6	Wau V	4-4x5	25 6	L	PC	Non	Own	Zen	G	Apo	D-R	D. B-L	B-L 31	U	3	Blo	Cla 501	B	F	5 28	29 8	A	Shu 5405	Row	Ros	Van	Fir	3950
Clydesdale 12	....	152	P 32x6	P 32x6	Con 8R	6-3½x4½	27.3	L	PC	Non	Own	Str	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Tim 6258	W	½	6.75	32.4	A	Tim 1250	Per	Ros	Sml	Fir	3600
Clydesdale 14	....	174	P 32x6	P 32x6	Con 8R	6-3½x4½	27.3	L	PC	Non	Own	Str	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Tim 6258	W	½	6.75	32.4	A	Tim 1250	Per	Ros	Smi	Fir	3700
§Commerce Super 11	....	142°	P 34x5	P 36x6	Con S4	4-4¼x4½	28.9	L	FP	Non	Lon	Zen	V	Bos-A	D-R	D. Ful	Ful SU12	U	3	Blo	Cla B501	S	½	6.28	29.5	A	Shu 5405	Row	Ros	Van	Fir	3750
Commerce SD11	....	118	P 32x6	P 34x7	Con S4	4-4¼x4½	28.9	L	FP	Non	Lon	Zen	V	Bos-A	D-R	D. Ful	Ful SU12	U	3	Spi	Tim 6258	W	½	6.75	32.4	A	Tim 1250	Per	Ros	Sml	Fir	3600

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Key of abbreviations, page 48

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size: Front (inches)	General: Tire Size: Rear (inches)	Engine: Make and Mode	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
1½ Ton–(Cont'd)																																
Stewart 17X	1795	145	P 32x6	P 32x6	Lyc	6-3¼x4½	25.3	L	FP	Non	Own	Zen	G	D-R	D-R	D. Ful	Ful	U	3	.....	Cla	B	½	6.25	25.1	A		.....	Ros	.....	Flr	3350
Stoughton J	....	140	P 32x6	P 32x6	Own	4-3⅝x5	21.0	H	Flr	Non	Per	Zen	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Col 54000		¾	5.87	25.3	A	Col 5300	Own	Ros	Blm	Gdy	3250
Stoughton K	....	150	P 32x6	P 34x7	Con 12C	6-3¼x4⅝	25.3	L	PC	Non	Per	Zen	V	A-L	A-L	D. B-L	B-L 31	U	3	Spi	Tim	B	¾	6.43	36.86	A	Tim	Own	Ros	Bim	Fir	....
Traylor B	1800	140	S 34x3½	S 34x6	Bud WTU	4-3⅜x5⅛	22.5	L	PC	Non	G&O	Zen	G	Spi	West	D. Cov	Cov MUSC	U	3	M-E	She W-1501	W	½	7.80	28.0	A	She 33FA500	Mer	Ros	Sch	.....	4300
‖**United 30**	....	148	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	Per	Str	G	Eis	A-L	D B-L	B-L 31	U	3	Blo	Col 54000	S	F	5.86	28.08	A	Shu 310	Det	Ros	Van	Flr	3500
United 30C6	....	148	P 30x5	P 30x5	Con 8R	6-3⅜x4½	27.3	L	PC	Non	Per	Zen	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Col 54000	S	F	5.86	28.08	A	Shu 310	Det	Ros	Van	Fir	3600
U. S. L	2450	148	P 32x6	P 34x7	Bud HS	6-3⅜x4½	27.3	L	PC	Non	Own	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Cla 1D	I	D	7.60	36.5	A	Shu 350	She	Lav	Ind	Fir	4200
‖**U. S. N**	1950	144°	S 36x3½	S 36x6	Bud	4-3¾x5¼	22.5	L	PC	Non	Own	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Cla I-D	I	D	7.60	36.5	A	Shu 350	She	Lav	Sch		4070
Velie	1395	134	B 32x6.75	B 32x6.75	Own	6-3⅞x4⅝	24.4	H	PC	Non	G&O	Str	V	D-R	D-R	P. B&B	M. M. LU	U	3	M.M.	Col 35000	B	½	5.5	18.1	E	Col 1600	Mat	Ros	.....	Fir	3850
Victor 40	....	135	S 34x4‡	S 34x5‡	Her O	4-4x5	25.6	I	PC	Non	Lon	Zen	G	Eis		D Cov	Cov JUC	U	3	U-M	Wis 4600	R	F	6.1	24 0	A	Shu 5410	Mar	Ros	.....	.....	4010
Wachusett J	....	148	S 36x6	S 36x6	Con J4	4-3¾x5	22.5	L	FP	Non	G&O	Zen	V	Bos-A	Bos-A	D. B-L	B-L 35	U	4	Har	Tim 64600D	W	¾	7.20	38.5	.	Tim 15300	Sav	Ros	Sml	Fir	3300
Wachusett K	....	154			Con K4	4-4½x5¼	27.2	L	FP	Non	G&O	Zen	V	Bos-A	Bos-A	D. B-L	B-L 35	U	4	Har	Tim 6460	W	F	7.75	41.5	.	Tim 1520	.....	Ros	.....	Fir	4800
White 20A	2125	145½°	P 34x5	DP34x5	Own GKA	4-3¾x5⅛	22.5	L	SP	Non	Own	Zen	V	L-N	L-N	P. Own	Own 20A	A	4	Spi	Own 20A	R	½	9.25	32.1	A	Own 20A	Own	Own	Own	Fir	4412
Witt-Will NN	2575	144	S 34x3½	S 34x6	Con S4	4-4¼x4½	28.9	L	PC	Pie	Own	Zen	G	Eis	Non	D. B-L	B-L 35	U	3	Spi	Tim 6462D	W	½	7.00	30.3	A	Tim 1526	She	Ros	Arc	Fir	4300
Woods 31B4	....	154	P 32x6	P 34x7	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 5620	B	F	6 42	....	A	Shu	Tut	Ros	Bim	Fir	4000
Woods 31B6	....	154	P 32x6	P 34x7	Bud H S-6	6-3⅜x4½	27.3	L	FP	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 5620	B	F	5.37	.....	A	Shu	Tut	Ros	Bim	Fir	4200
2 Ton																																
Acme 44	....	150	P 32x6	P 32x6	Con S4	4-4¼x4½	28.9	L	FP	Non	Per	Zen	V	A-L	A-L	D. Ful	Ful GU12	U	4	Blo	Tim 63500	W	F	6.75	32.4	A	Tim 14703	Det	Ros	Smi	Fir	4400
Acme 46	....	150	P 32x6	P 32x6	Con 11U	6-3¼x4⅝	25.4	L	PC	Non	Per	Zen	V	A-L	A-L	D. Ful	Ful GU12	U	4	Blo	Tim 63500	W	F	7.25	34.8	A	Tim 14703	Det	Ros	Smi	Fir	4000
Acorn	2500	144	S 36x4	S 36x7	Con S4	4-4¼x4½	28.9	L	PC	Non	Chi	Zen	G	Bos-R		D. Ful	Ful SU12	U	3	Spi	Cla B720	S	½	7 00	28 0	A	Shu 350	Tut	Ros	.....	.....	4600
American La France 9R	....	156	P 32x6	DP32x6	Own DW6	6-3⅜x5	33.7	L	PC	Own	G&O	Zen	V	D-R	D-R	P. B&B	Own G7	A	4	Spi	Tim 63-500BX	W	F	5.00	24 0	A	Tim 14702BX	Mat	Ros	Van	Fir	5100
Armleder 40	....	149	S 36x4	S 36x8	Her OX	4-4x5	25.6	L	PS	Non	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	7.25	38.8	A	Tim	Mar	Ros	Smi	Fir	.....
Armleder 40-6	....	154	S 36x4	S 36x8	Bud HS	6-3⅜x4½	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	7.25	38.8	A	Tim	Mar	Ros	Smi	Fir	....
Autocar A	....	142°	S 34x4	S 34x7	Own A	4-4x5½	25.6	L	SP	Non	G&O	Str	V	L-N	L-N	P. Lon	B-L 31	U	3	Spi	Tim 63000	W	F	7 33	35 18	E	Tim 14703BX	S.P.	Han	.....	.....	4050
Bridgeport AT	....	148	S 34x4	S 34x8	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	G&O	Zen	V	Eis	Non	D. B-L	B-L 30	U	3	Spi	Tim 6462	W	½	7.00	.....	A	She 33FA500	S. P.	Ros	Jon	.....	4700
Brockway EYW	....	150	P 32x6	DP32x6	Wis Y	6-3⅜x5	27.3	H	FP	K.P.	G&O	Zen	V	L-N	L-N	D. B-L	B-L 35	U	4	Spi	Wis 4600	R	F	6.00	32.1	E	Col 5227	Row	Ros	Van	Fir	5090
Brockway S	....	140	S 34x4‡	S 34x8‡	Wis SU	4-4x5	25.6	H	FP	K.P.	Bus	Zen	V	Eis	L-N	D. B-L	B-L 30	U	3	Spi	Tim 64600	W	½	7 25	29.6	A	Tim 14700	Row	Ros	Smi	Non	4690
Brockway SK	....	147	S 34x4‡	S 34x8‡	Con K4	4-4½x5¼	27.2	L	FP	K.P.	Bus	Zen	V	Eis	L-N	D. B-L	B-L 35	U	4	Spi	Tim 64600	W	½	7 25	29 6	A	Tim 14700	Row	Ros	Smi	Non	4950
Brockway SY	....	150	P 32x6	P 34x7	Wis Y	6-3⅜x5	27 3	H	FP	K.P.	G&O	Zen	V	Eis	L-N	D. B-L	B-L 35	A	4	Spi	Wis 4600	R	F	6 6	35.3	E	Col 5227	Row	Ros	Van	Fir	5145
Chicago 20 V	....	163°	S 34x4	S 34x7	Wau V	4-4x5	25.6	L	PC	Wau	Chi	Zen	G	Apo	A-L	D. B-L	B-L 31	U	3	Pet	Tim 63500	W	½	7.75	41 46	A	Tim 14703	Mat	Ros	Smi	Gdy	4670
Chicago 20A	....	159½°	S 34x4	S 34x7	Wau XL	6-3½x4½	29.4	L	PC	Non	Chi	Zen	G	Apo	A-L	D. B-L	B-L 31	U	3	Pic	Tim 63500	W	F	7.75	37.2	A	Tim 14703	Mat	Ros	Smi	Fir	4700
‖**Clinton 45**	....	163	S 34x4‡	DS34x4‡	Wau V	4-4x5	25.6	L	PC	Wau	Own	Zen	V	Apo	D-R	D. B-L	B-L 35	A	4	Blo	Tim 64600	W	½	7.75	41.5	A	Tim 15302	Row	Ros	StM	.....	4875
Clinton 42	....	153°	P 32x6	DP32x6	Wau V	4-4x5	25.6	L	PC	Non	Mod	Zen	V	Apo	D-R	D. B-L	B-L 31	U	3	Blo	Cla B501	B	½	86.2	29.5	A	Shu 5405	Row	Ros	Van	Fir	.....
Clydesdale 9	....	160°	S 34x4	S 34x6	Con S4	4-4¼x4½	28 9	L	FP	Own	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 35	U	4	Spi	Tim 64600	W	½	7.75	41.46	A	Tim 1460	Per	Ros	Smi	Non	4600
Concord GX	2800	150	P 32x6	P 34x7	Bud KBU	4-4x5¼	25.6	L	PC	Non	Own	Zen	V	Eis	A-L	D. B-L	B-L 35	U	4	Blo	Wis 4600	R	F	54.6	29 21	A	Tim 15300	Bea	Ros	Arc	Fir	4600
Concord GX6	....	163	P 32x6	P 34x7	Bud DW6	6-3¾x5	33 7	L	FP	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Wis 4600	R	F	5.46	29 4	A	Tim 15300	Bea	Ros	Arc	Fir	4800
Corbitt 44	....	148	P 32x6	S 34x7	Con S4	4-4¼x4½	28.9	L	FP	Non	Per	Zen	V	Eis	D-R‡	D. B-L	B-L 35	U	4	Spi	Tim 64600SP	W	½	8.75	46.8	B	Shu 5510	Mat	Ros	Smi	Fir	5195
Corbitt 46	....	150	P 32x6	S 34x7	Con 8R	6-3⅜x4½	27 3	L	FP	Non	Per	Zen	V	Eis	D-R‡	D B-L	B-L 35	U	4	Spi	Tim 64600SP	W	½	8.75	46 8	B	Shu 5510	Mat	Ros	Smi	Fir	.....
Day-Elder H	....	144°	S 34x4‡	S 34x6‡	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Bus	Zen	V	Eis	D-R‡	D. B-L	B-L 31	U	3	Spi	Tim 63500	W	F	7.66	36.8	A	Tim 14703	I.C.	Ros	Van	.....	4400
Day-Elder HB	....	144°	P 32x6	P 34x7	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Bus	Zen	V	Eis	D-R‡	D. B-L	B-L 31	U	3	Spi	Tim 5620	B	F	6.43	30.8	A	Tim 14703	I.C.	Ros	Van	.....	4300
Day Elder HB6	....	144°	P 32x6	P 34x7	Con 12C	6-3¼x4⅝	25.3	L	FP	Non	Bus	Zen	V	D-R	D-R	D. B-L	B-L 31	U	3	Spi	Tim 5620	B	F	6.43	30.8	A	Tim 14703	I.C.	Ros	Van	.....	4400
Defiance EVT	....	160	S 34x4	S 34x8	Her	4-3¾x5⅛	22.5	L	FP		G&O	Zen	V	Bos-A	.....	D. Ful	Ful GU12	U	4	Spi	Tim 6460	W	½	7.75	89 9	A	Tim 1520	Det	Ros	StM	.....	4300
Diamond T4	....	144½	P 30x5	P 32x6	Her OX	4-4x5	25.6	L	PC	Non	G&O	Str	G	Apo	A-L‡	D. Cov	Cov JUC	U	3	Spi	Tim 5620D	S	F	6.43	23.3	A	Shu 510	Mat	Ros	Smi	Flr	4500
Diamond T3	....	144	S 34x4	S 34x7	Her OX	4-4x5	25.6	L	PC	Non	G&O	Str	G	Apo	A-L‡	D. Cov.	Cov JUC	U	3	Spi	Tim 64600D	W	½	7.25	26.3	A	Shu 510	Mat	Ros	Day	.....	5250
Dixon	2950	146	S 34x4	S 34x6	Her OX	4-4x5	25.6	L	PS	Non	G&O	Zen	V	Eis	D-R	D. Ful	Ful GU	U	4	Spi	Tim 6462	W	½	7.75	40.0	A	Shu 5550	S.P.	Ros	Van	.....	4600
Douglas	....	156°	P 32x6	P 34x7	Bud KBU-I	4-4x5¼	25.6	L	PC	Non	Own	Zen	V	Bos-R	N-E	D. Ful	Ful GU14	U	4	Blo	Wis 6600	R	F	6.9	33.12	A	Tor AA2	Tem	Ros	Van	Fir	5100
Douglas	....	168°	P 32x6	P 34x7	Bud DW6	6-3¾x5	33.7	L	PC	Non	Own	Zen	V	Bos-R	N-E	D. Ful	Ful GU14	U	4	Blo	Wis 6600	R	F	6.33	30.38	A	Tor AA2	Tem	Ros	Van	Fir	5350
Douglas	....	118	P 32x6	P 34x7	Bud KBU-I	4-4x5¼	25.6	L	PC	Non	Own	Zen	V	Bos-R	N-E	D. Ful	Ful GU14	U	4	Blo	Wis 6600	R	F	6.33	30.38	A	Tor AA2	Tem	Ros	Van	Fir	4500
Duplex S	....	160	P 32x6	P 36x8	Bud DW6	6-3¾x5	33.7	L	FP	Non	Mod	Zen	V	Eis	A-L	D. B-L	B-L	U	4	Pet	Tim	W	F	6.75	36.2	A	Shu 5510	Tut	Ros	Smi	Flr	4600
Eagle 102	....	134°	P 34x5	P 34x5	Bud WTU	4-3¾x5¼	22.5	L	PC	Opt	Own	Zen	G	Eis	A-L	D. Cov	Cov JUC	U	3	Pet	Wis 51	R	½	7.75	.....	A	Col 7000	Cha	Ros	Smi	Flr	3800
Fageol 135	2075	162°	P 30x5	DP30x5	Wau XL	6-3½x4½	29.4	L	PC	Non	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 31	U	3	Spi	Tim 5620	B	F	4 62	22.2	A	Tim 12300	U.S	Ros	Cal	Fir	4800
Federal T20	....	115	P 32x6	P 34x7	Wau V	4-4x5	25.6	L	PC	Wau	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Tim 64600D	W	½	7.25	36.2	A	Own	Mat	Gem	M.M	Fir	4000
Federal T2B	....	144	P 32x6	P 34x7	Wau V	4-4x5	25.6	L	PC	Wau	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Tim 5622SS	B	F	7.5	37.5	A	Own	Mat	Gem	M.M.	Fir..	3985
Federal T2W	....	144	S 34x4	S 34x7	Wau V	4-4x5	25.6	L	PC	Wau	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Tim 64600SP	W	½	7.25	36 2	B	Own	Mat	Gem	Day	.....	3985
Federal T6B	....	144	P 32x6	P 34x7	Con 12C	6-3¼x4⅝	25 3	L	PC	Non	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Tim 5622 SS	B	½	6.00	30.0	A	Own	Mat	Gem	M.M.	Fir	4000
Federal T6W	....	144	S 34x4	S 34x7	Con 12C	6-3¼x4⅝	25 3	L	PC	Non	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Tim 64600SP	W	½	6.00	30.0	B	Own	Mat	Gem	Day	.....	4200
Fisher Mer. Ex	....	146	S 36x5	S 36x7	Con S4	4-4¼x4½	28.9	L	FP	Non	Lon	Str	V	Bos-A	Bos-A	D. Ful	Ful SU12	U	3	Blo	Tim 64600SP	W	½	7.25	29.0	A	Tim 14703	Det	Ros	Smi	Fir	4100
Fisher Mer. Ex	....	146	P 32x6	P 34x7	Con S4	4-4¼x4½	28.9	L	FP	Non	Lon	Str	V	Bos-A	Bos-A	D. Ful	Ful SU12	U	3	Blo	Tim 5620	B	½	6 43	25.7	A	Tim 12300	Det	Ros	Smi	.....	3900
Garford 30	2690	144	P 32x6	P 34x7	Bud KTU	4-4x5¼	25.6	L	PC	Non	Own	Zen	G	A-L	A-L	D. Own	B-L 35	U	4	B.G.	Tim 64600D	W	½	6.5	34.7	A	Own	Per	Han	Day	Fir	4700
Garford 30-6	2890	144	P 32x6	P 34x7	Wis Y	6-3⅜x5	27 3	H	PC	Non	Own	Zen	G	A-L	A-L	D. Own	B-L 35	U	4	B.G.	Tim 64600D	W	½	6.5	34.7	A	Own	Per	Han	Day	Fir	4800
GMC T40	1950	136°	P 32x6	P 32x6	Buick Master	6-3½x4¾	29 4	H	PC	K.P.	Lon	Mar	V	D-R	D-R	D. Own	Own	U	3	U-M	Own	B	½	6.14	23.83	E	Own	Arm	Ros	Day	Fir	4845
GMC T50	2050	136°	S 24x4	S 34x7	Buick Master	6-3½x4¾	29.4	H	PC	K.P.	Lon	Mar	V	D-R	D-R	D. Own	Own	U	3	U-M	Tim 64601	W	½	7.75	30 07	E	Own	Arm	Ros	Day	Fir	5300
Gotfredson 41	....	146½°	S 36x41	S 36x41	Bud KBU-I	4-4x5¼	25 6	L	PC	Non	MeC	Zen	V	Bos-R	D-R	P. B&B	B-L 35	U	4	Spi	Tim 64600SP	W	½	7.25	38.8	B	Tim 14703	Det	Ros	Sml	Fir	5500
Gotfredson 46	....	156½°	S 36x41	S 36x81	Bud BA6	6-4½x5¼	40 8	L	PC	Pie	MeC	Zen	V	Bos-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 64600SP	W	½	7.25	38.8	B	Tim 14703	Det	Ros	Sml	Fir	5500
Graham Bros. ODX	1770	137	P 32x6	DP32x6	Dodge	6-3¼x4½	25.3	L	PC	Han	Lon	Str	V	N-E	N-E	P. B&B	Own	U	4	U-F	Own	S	½	5.67	36.83	E	Own	Det	Ros	Bud	.....	4070
Graham Bros. TD	1665	162	P 32x6	P 34x7	Dodge	6-3¼x4½	25.3	L	PC	Han	Lon	Str	V	N-E	N-E	P. B&B	Own	U	4	U-F	Own	S	½	5.67	36.83	E	Own	Det	Ros	Bud	.....	4070

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Key of abbreviations, page 48

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size: Front (Inches)	General: Tire Size: Rear (Inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction In High	Gear Ratios: Total Reduction In Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
2½ Ton																																
Acme 54	....	156	S 34x5	S 34x8	Con S4	4-4¼x4½	28.9	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful GU-14	U	4	Blo	Tim 65600	W	F	8.5	40.8	A	Tim 15300	Det	Ros	Bim	.....	5100
Acme 56	....	165½	S 34x5	S 34x8	Con 6B	6-3¾x5	33.7	L	PC	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful GU-14	U	4	Blo	Tim 65600	W	F	7.75	37 2	A	Tim 15300	Det	Ros	Bim	.....	5100
Acorn 50	3250	156	S 36x5‡	S 36x10‡	Bud ETU	4-4¼x5½	28 9	L	PC	McC	Chi	Zen	G	Bos-R	Non	D. B-L	B-L 51	U	4	Spi	Tim 6566	W	F	8 50	45 4	A	Tim 1544B	Tut	Ros	Pru	....	5500
Amer.-La France W	3950	Opt	S 36x4	S 36x7	Own 2R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	BosA‡	D. Own	Own 2R	A	4	Own	Own 2R	R	F	7.57	40.6	B	Own 2R	Mer	....	Day	....	6600
‡Armleder 50	....	152°	S 36x4‡	S 36x8‡	Bud EBU-I	4-4¼x5½	28.9	L	PC	Han	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	9.25	49 5	A	Tim	Mar	Ros	Smi	Fir	5300
Armleder 55	....	152	S 36x4‡	S 36x8‡	Con K4	4-4½x5¼	27.2	L	FP	Han	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	9 25	49.5	A	Tim	Mar	Ros	Smi	Fir	5300
Armleder 50-6	....	158°	S 36x4‡	S 36x8‡	Bud BUS	6-4x5⅛	38.4	L	PC	Mon	Lon	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	7 25	38.8	A	Tim	Mar	Ros	Smi	Fir	5600
Autocar H	....	114°	S 34x5	S 36x8	Own Y	4-4¼x5½	28.9	L	SP	Pha	G&O	Str	G	Bos-A	L-N‡	P. Own	Own Y	A	4	Spi	Own H	R	F	7 72*	46.3	A	Own H	S.P.	Ros	.....	.....	5500
Biederman	....	160°	S 36x5	S 36x10	Con 6B	6-3¾x5	33.7	L	PC	Han	Own	Zen	G	D-R	D-R	D. B-L	B-L 51	U	4	Spi	Tim	W	F	8.5	45.0	A	Shu	Mat	Ros	Bet	Non	4900
Bridgeport R	....	160	S 36x5	S 36x10	Bud ETU	4-4¼x5½	28.9	L	PC	Non	G&O	Zen	V	Eis	Non	D. B-L	B-L 35	U	4	Spi	Tim 65660D	W	F	8.75	.....	A	She D 370	S.P.	Ros	Jon	.....	5800
Chicago 25V	....	168	S 36x4	S 36x8	Wau V	4-4x5	25.6	L	PC	Pie	Chi	Zen	G	Apo	Non	D. B-L	B-L 35	U	4	Pet	Tim 65660D	W	F	8.5	45.5	A	Tim 15302	Mat	Ros	StM	.....	5940
Chicago 30V	....	164°	S 36x5	S 36x10	Wau V	4-4x5	25.6	L	PC	Pie	Chi	Zen	G	Apo	Non	D. B-L	B-L 35	U	4	Pet	Tim 65660D	W	F	8.5	45.48	A	Tim 15302	Mat	Ros	Smi	....	6120
Clinton 55-6	....	168	P 32x6	DP32x6	Bud DW-6	6-3¾x5	33.7	L	FP	Non	Mod	Zen	V	Apo	D-R	D. B-L	B-L 35	U	4	Blo	Cla B720	B	½	7.1	29.4	A	Shu 5430	Row	Ros	Van	Fir	5200
Clydesdale 8	....	156°	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 35	A	1	Spi	Tim 6566	W	F	8 5	45.48	A	Tim 15300	Per	Ros	Smi	Non	5300
Coleman D-40	....	130	P 38x7	P 38x7	Bud DW6	6-3¾x5	33.7	L	FP	Per	R-T	Str	V	D-R	D-R	D. Ful	Ful GU12	U	8	Spi	Wis	R	F	8.83	139	E	Wis	Det	Ros	Van	Fir	6800
Corbitt 54	....	152	S 36x4‡	S 36x8‡	Con K4	4-4¼x5¼	27.2	L	FP	Sim	Per	Zen	V	Eis	D-R‡	D. B-L	B-L 51	U	4	Spi	Tim 65600SP	W	F	9 25	55 1	B	Shu 5550	Mat	Ros	Smi	Fir	5325
Corbitt 56	....	152	S 36x4‡	S 36x8‡	Con 6B	6-3¾x5	33.7	L	FP	Sim	Per	Zen	V	Eis	D-R‡	D. B-L	B-L 51	U	4	Spi	Tim 65600SP	W	F	8.5	45 5	B	Shu 5550	Mat	Ros	Smi	Fir	....
Day-Elder I	....	144°	S 36x4‡	S 36x8‡	Bud KBU	4-4x5¼	25 6	L	PC	Mon	Bus	Zen	V	Eis	D-R‡	D. B-L	B-L 35	U	4	Spi	Tim 65600D	W	F	9.25	49.5	A	Tim 15302	I.C.	Ros	Van	.....	5700
Defiance	....	160	S 36x4	S 36x8	Con S4	4-4¼x4½	28.9	L	PC	.....	Own	Zen	V	A-L	A-L	D. Ful	Ful GU12	U	4	Spi	Wis 66009	R	F	7.1	...	A	Tim 1520	Det	Ros	St.M	.....	5000
Denby 43	....	155	S 36x4	S 36x8	Her O	4-4x5	25.6	L	PC	.....	Lon	Zen	G	Eis	.....	D. Ful	Ful	U	4	U-P	Cla	I	D	9.00	39.12	.	Con	Det	Ros	Smi	.....	4925
Diamond T-U4	....	161	S 36x4	S 36x8	Her K	4-4¼x5¾	28 9	L	PC	Pie	G&O	Str	G	Apo	A-L	D. Cov	Cov RAD4	A	4	Spi	Tim 65600D	W	F	8 5	44 2	A	Tim 15300	Mat	Ros	Day	.....	6100
Diamond T-U6	....	182¾	P 34x7	DP34x7	Her L	4-4½x5¾	32 4	L	PC	Pie	G&O	Str	G	Apo	A-L	D. Cov	B-L 55	A	7	Spi	Tim 65600D	W	F	5 4	51 3	A	Tim 15300	Mat	Ros	Bud	.....	7285
Federal U5	....	157	S 36x4‡	DS36x4‡	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	D-R	P. B&B	B-L 55	A	7	Pet	Tim 65600SP	W	F	8.5	80.75	B	Own	Mat	Gem	Day	....	5300
Fisher Heavy Duty	....	155	P 32x6	DP32x6	Con 6B	6-3¾x5	33.7	L	FP	.....	Lon	Str	V	D-R	D-R	D. Ful	Ful GU14	U	4	Spi	Eat 2254	B	F	5.7	26 95	A	Shu 550	Det	Ros	Bud	Fir	4800
Fisher Heavy Duty	....	155	S 36x5	S 36x8	Con 6B	6-3¾x5	33.7	L	FP	.....	Lon	Str	V	D-R	D-R	D. Ful	Ful GU 14	U	4	Spi	Tim 65600SP	W	F	8.50	40.8	A	Tim 15300	Det	Ros	Day	.....	5150
Garford 50	3750	156	S 36x4	S 36x8	Bud EBU-I	4-4¼x5½	28 9	L	PC	K.P.	Own	Zen	G	Spl	Non	D. Own	B-L 55 Max	A	7	Spi	Tim 65600D	W	F	8.5	80 7	A	Tim 15302	Per	Ros	Day	Non	5950
Garford 50-6	4150	156	S 36x4	S 36x8	Bud BUS	6-4x5⅛	38.4	L	PC	Non	Lon	Zen	G	Spi	Non	D. Own	B-L 55	A	7	Spi	Tim 65600D	W	F	8 5	80 7	A	Tim 15302	Per	Ros	Day	Non	6150
G.M.C. K-54	3690	133½°	S 36x5	S 36x10	G.M C. 89	4-4½x6½	32.4	L	PC	K. P.	McC	Mar	V	Eis	D-R	D. Own	Own	U	7	Own	Tim 65700	W	F	8.5	66.6	A	Tim 15300	Arm	Jac	Day	Fir	6740
Gotfredson 51	...	146 1/2°	S 36x5‡	S 36x10‡	Bud KBU-I	4-4x5¼	25 6	L	PC	Non	McC	Zen	V	Bos-R	D-R	P B&B	B-L 35	U	4	Spi	Tim 65600SP	W	F	7.75	41.36	B	Tim 15302	Det	Ros	Day	Fir	5800
Gotfredson 56	...	156¾°	S 36x5‡	S 36x10‡	Bud BA6	6-4¼x5⅛	40.8	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 65600SP	W	F	7.75	41.36	B	Tim 15302	Det	Ros	Day	Fir	6000
Gramm 564N	2985	150°	P 32x6	DP32x6	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	G	A-L	A-L	D. Ful	Ful GU	U	4	Blo	Wis 6617B	R	F	5.33	25.4	B	Col 5200	Mat	Ros	Van	Fir	4800
Gramm-Bernstein 125	...	144°	S 36x4‡	DS36x4	Con S4	4-4¼x4½	28 9	L	FP	Non	Own	Str	G	Eis	A-L	D. Ful	Ful GU	U	4	Own	Wis	W	F	8.66	41 57	..	Shu 5410	Per	Ros	.....	.....	5440
Gramm Bernstein C	....	144°	S 36x4‡	DS36x4‡	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Str	V	Eis	A-L	D. Ful	Ful GOG	A	8	Blo	Wis 9890T	W	F	8.66	76.6	B	Shu 5550	Tut	Ros	Smi	.....	5865
Gramm Bernstein C6	....	150°	S 36x4‡	DS36x4‡	Con 6B	6-3¾x5	33.7	L	FP	Pie	Own	Str	V	Eis	A-L	D. Ful	Ful GOG	A	8	Blo	Wis 9890T	W	F	7.75	68.6	B	Shu 5550	Tut	Ros	Smi	.....	5920
Grass Premier 55-6	....	164°	P 32x6	P 36x8	Lyc TS	6-3⅞x5	36.2	L	PC	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 51	U	4	M.M.	Tim 6566SP	W	F	7.25	.....	E	Shu 5550	Det	Ros	Van	Gdy	4900
Grass Premier 51-6	....	140	P 32x6	P 36x8	Wis X	4-4½x5	32 4	L	PC	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 51	U	4	M.M.	Eat 41000	R	F	8 00	.....	E	Shu 5430	Det	Ros	Van	Gdy	4800
Guilder D6	265C	160	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	G&O	Zen	V	D-R	D-R	D. B-L	B-L 31	U	3	Spi	Wis 471	R	F	7.26	33.6	A	Shu 5410	Mer	Ros	Bud	Non	3600
Hahn K Spec	....	144°	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Pha	Chi	Str	G	Bos-R	D-R	B-L	B-L	U	4	Spi	Tim 6560	W	F	8.5	.....	A	Tim 1526	Mer	Ros	Opt	Opt	4900
Hahn 56	....	160	P 32x6	DP32x6	Con 6B	6-3¾x5	33.7	L	PC	Han	Chi	Zen	V	D-R	D-R	D. B-L	B-L 51	U	4	Spi	Eat 2252	S	F	6.13	32.74	B	Shu 5550	Mat	Ros	Van	Fir	5300
Harvey WFC	3500	150°	S 36x5‡	S 36x10‡	Bud EBU-I	4-4¼x5½	28.9	L	PC	McC	Own	Str	G	Bos-R	Non	D. B-L	B-L 55	A	7	Spi	Tim 65600D	W	F	9.25	87.9	A	Tim 15300	Bea	Ros	Int	.....	6800
Hawkeye 56	3800	210°	S 36x5‡	S 36x8‡	Bud BUS	6-4x5⅛	38.4	L	PC	Non	Per	Zen	G	Bos-R	D-R‡	D. Ful	Ful HU	U	4	Pic	Wis 1400	R	F	6.86	37.4	A	Shu 5550	Det	Ros	Van	Fir	5900
Hawkeye 50	3100	Opt	S 36x5‡	S 36x8‡	Bud EBUI	4-4¼x5½	28 9	L	PC	Sim	Per	Zen	G	Bos-R	D-R‡	D. Ful	Ful HU	A	4	Pic	Wis 8800	R	F	8.6	54 2	A	Shu 5550	Det	Ros	Van	Fir	5400
Hendrickson ST	3400	....	S 36x5	S 36x8	Bud ETU	4-4¼x5½	28.9	L	FP	McC	Chi	Zen	G	Spl	.....	D. Ful	Ful G7	A	4	Pic	Tim 65600D	W	F	.....	.....	A	Tim 15300B	.....	Ros	.....	.....	5750
Hug 84	....	122	P 36x6	DP36x6	Bud KBU-I	4-4x5¼	25 6	L	PC	Han	Per	Zen	V	Eis	D-R	D. B-L	B-L 51	U	4	Blo	Wis 8800B	R	F	8.6	.....	A	Shu 510	Cha	Ros	Van	Fir	5065
Hug C84	....	150	P 36x6	DP36x6	Bud KBUI	4-4x5¼	25.6	L	PC	Han	Per	Zen	V	Eis	D-R	D. B-L	B-L 51	U	4	Blo	Wis 8800B	R	F	8.6	.....	A	Shu 510	Cha	Ros	Van	Fir	5300
Indiana 115A	....	132	P 32x6	DP34x7	Her OX	4-4x5	25.6	L	PC	Non	Lon	Str	G	Eis	A-L	P. B&B	B-L 35	U	4	Spi	Cla 720	S	½	8 00	42 8	..	Shu 5410	Bea	Ros	Van	Fir	5000
Indiana 615A	....	136	P 32x6	DP34x7	Wis Y	6-3⅜x5	27.3	H	PC	K.P.	Lon	Str	G	Eis	A-L	P. B&B	B-L 35	U	4	Spi	Cla 720	S	½	8.00	42.8	..	Shu 5410	Bea	Ros	Van	Fir	5190
Int. Harvester 54C	....	140°	S 36x5‡	S 36x10‡	Own	4-4¼x5	28.9	H	SP	Own	Own	Own	G	Bos-R	D-R‡	D. Own	Own	U	4	Own	Own	C	D	8.75	51.5	B	Own	S.S.	Own	Own	Fir	5720
Int. Harvester 54	....	140°	S 36x5‡	S 36x8‡	Own	4-4¼x5	28.9	H	SP	Own	Own	Own	G	Bos-R	D-R‡	D. Own	Own	A	4	Own	Own	R	F	9.1	54.0	B	Own	S.S.	Own	Own	Fir	6395
Kelly-Springfield K825	...	153	S 36x5‡	S 36x10‡	Her K	4 4¼x5¾	28.9	L	PC	Han	Mod	Zen	G	Eis	A-L	P. B&B	B-I 55 Max	A	7	Pet	Own	W	½	9.25	87.88	A	Own	Det	Ros	Smi	..	7060
King Zeitler 45	....	156°	S 36x5‡	S 36x8‡	Con S4	4-4¼x4½	28.9	L	FP	Han	Chl	Str	G	Bos-R	A-L‡	D. B-L	B-L 35	U	4	Pie	Tim 65600D	W	F	9.25	49.5	A	Tim 15302	Tut	Ros	StM	Fir	5400
Kissel	....	168	S 36x4	S 36x8‡	Own 50000	4-4¼x5½	28.9	L	SP	Pie	McC	Str	V	Eis	D-R‡	D. Ful	Ful G	A	4	Spi	Tim 6566	W	F	8.50	40.8	.	Tim 1544B	Mat	Ros	Mot	Std	5100
Kleiber Speed	4000	190	P 34x7	DP34x7	Con 6B	6-3¾x5	33.7	L	FP	Non	Own	Str	G	Bos-R	Bos-R	D. B-L	B-L 55	U	4	Spi	Tim 65600	W	F	7.75	41.5	A	Tim 15302	Bet	Ros	Cal	Fir	6200
Kleiber	3850	163	S 36x5‡	DS36x5‡	Con L4	4-4½x5½	32.4	L	FP	Non	R-T	Str	V	Bos-R	Bos A‡	D. B-L	B-L 51	A	4	Spi	Tim 65660D	W	F	7.75	41.5	A	Tim 1544B	Bet	Ros	Smi	.....	6500
Lange E	3650	149½	S 36x4‡	S 36x8‡	Con K4	4-4½x5¼	27.2	L	FP	Non	Own	Str	V	Apo	Non	D. B-L	B-L 51	A	4	Pet	Tim 65600	W	F	9 25	49 5	A	Tim 1544B	S.P	Ros	Hoo	Opt	5950
Le Moon H-25	....	Opt	S 36x4	S 36x8	Con 6B	6-3¾x5	33.7	L	FP	Pie	Chl	Str	G	Bos-A	D-R	D. B-L	B-L 35	U	4	Spi	Tim 65600	W	F	7.25	38.78	A	Tim 15300	Tut	Ros	StM	Non	5600
Le Moon GP3	....	Opt	S 36x4	S 36x8	Con K4	4-4½x5¼	7.2	L	FP	Pha	Chi	Str	G	Bos-A	Non	D. B-L	B-L 51	U	4	Spi	Tim 65600	W	F	8.5	45.47	A	Tim 15300	Tut	Ros	StM	Non	5500
Luedinghaus	....	145°	S 36x5‡	S 36x8‡	Wau FU	4-4x5¾	25.6	L	PC	Wau	Own	Zen	V	Eis	Non	D. Ful	Ful GU14	U	4	Spi	Tim 65660D	W	F	.....	.....	A	Shu 510	Tut	Ros	Sml	....	49C0
Mack AB 2½-3	3400	164½	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	C	D	8.87	43.0	B	Own AB	Mer	Own	.....	.....	.....
Mack AB 2½-3	3850	164½	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N-E‡	D. Own	Own AB	A	4	Spi	Own AB	R	F	*9.25	44.9*	B	Own AB	Mer	Own	.....	.....	6250
Master 41 A	....	154°	S 36x5	S 36x10	Bud ETU	4-4¼x5½	28.9	L	FP	.....	.....	Zen	...	Eis	.....	D. Ful	Ful G	A	4	Spi	Tim 6566	W	F	.....	.....	A	Tim	.....	Ros	.....	.....	.....
Master 45	....	154°	S 36x5	S 36x10	Jackson	4-4¼x6⅝	28.9	..	FP	.....	.....	Str	V	Spl	.....	D. Ful	Ful G	A	10	Spi	Tim 65600	W	F	.....	.....	A	Tim	.....	Ros	.....	.....	.....
Moreland EXX6	3350	178	S 36x4	S 36x8	Con 6B	6-3¾x5	33.7	L	FP	.....	Own	Str	V	A-L	A-L	.Own	B-L 51	U	4	Pet	Tim 65601	..	F	7.25	38.8	..	Tim 15300	U.S.	Ros	K-B	Fir	5500
National 23	3725	178	P 36x6	DS36x6‡	Wau V	4-4x5	25.6	L	PC	Non	McK	Zen	G	Bos-A	Bos-A	D. B-L	B-L 35	U	4	Spi	Tim 6566	W	F	8.5	45.5	A	Tim 1520	Mat	Ros	Van	Fir	5000
‡Noble 156	....	168	P 32x6	DP32x6	Bud DS6	6-3¾x5	31.5	L	PC	.....	Chi	Str	V	A-L	A-L	D. Ful	Ful	U	4	Blo	Tim 65600SP	W	F	6.75	32.4	B	Tim 15300	Tut	Ros	Ind	Fir	4875
Oneida C-9	....	160	P 34x7	P 36x8	Her K	4-4½x5¾	32.4	L	PS	Non	Mod	Str	V	Apo	A-L	Ful	Ful GCL	A	4	Pet	Tim 65660	W	F	8.5	.....	A	Shu 550	Mat	Ros	Sml	Gdy	5200
Oshkosh K	3350	146	P 36x8	P 36x8	Her OX	4-4x5	25.6	L	PC	Pie	Own	Zen	V	L-N	L-N	D. B-L	B-L 51	U	4	Blo	Own K	B	F	8.00	43.0	B	Own K	Tut	Ros	Cla	Gdy	5500
Oshkosh KK	3450	165	P 36x8	P 36x8	Her OX	4-4x5	25 6	L	PC	Pie	Own	Zen	V	L-N	L-N	D. B-L	B-L 51	U	4	Blo	Own K	B	F	8.00	43.0	B	Own K	Tut	Ros	Cla	Gdy	5600
Oshkosh M	2790	146	S 36x6‡	S 36x8‡	Her OX	4-4x5	25.6	L	PC	Pie	Own	Zen	V	L-N	Opt	D. B-L	B-L 51	U	4	Blo	Wis F65B	R	F	9.25	40.8	A	Wis 20	Tut	Ros	Cla	Gdy	5200

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Key of abbreviations, page 48

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size: Front (inches)	General: Tire Size: Rear (inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Mode	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
3 Ton—Cont'd																															
Kenworth J	3750	160	S 36x5	S 36x8	Bud EBU	4-4¼x5½	28.9	L	PC	Non	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 51	U	4	Spi	Tim 65700S	W	F	7.75	46.8	A	Tim 15300	Lah	Ros	Smi	.....	6300
King Zeitler 60	.....	156°	S 36x5‡	S 36x10	Con K4	4-4½x5¼	27.2	L	FP	Pha	Chi	Str	G	Eis	A-L	D. B-L	B-L 51	A	4	Pic	Tim 65700D	W	F	9.25	49.5	A	Tim 15302	Tut	Ros	StM	.....	6200
King Zeitler 62A	.....	.....	P 34x7	DP34x7	Con 6B	6-3¾x5	33.7	L	PC	Han	Chi	Zen	G	Bos-R	Bos-R	D. B-L	B-L 55 Max	A	7	Spi	Tim 65700SP	W	F	7.75	73.6	B	Tim 15302	Tut	Ros	Bud	Fir	6200
Kleiber	4100	163	S 36x5	DS36x5‡	Con L4	4-4½x5½	32.4	L	FP	Non	R-T	Str	V	Bos-R	Bos-A	D. B-L	B-L 60	.....	4	.....	Tim 65700D	.....	.....	.....	.....	.....	Tim 1544B	Bet	Ros	Smi	.....	.....
Kleiber Spec	4350	163	S 36x5	S 36x12	Bud BUS	6-4x5¼	38.4	L	PC	Non	R-T	Str	V	Bos-R	Bos-A	D. B-L	B-L 60	.....	4	.....	Tim 6570D	.....	.....	.....	.....	.....	Tim 1544B	Bet	Ros	Smi	.....	.....
Krebs 64	.....	163°	S 36x5‡	S 36x10‡	Con L4	4-4½x5½	32.4	L	PC	Pie	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 55	A	7	Spi	Tim 65600D	W	F	9.25	87.8	A	Tim 15300	Mat	Ros	Smi	Fir	6100
Krebs 66	.....	163°	S 36x5‡	S 36x10‡	Con 6B	6-3¾x5	33.8	L	PC	Non	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 55	A	7	Spi	Tim 65600D	W	F	9.25	87.8	A	Tim 15300	Mat	Ros	Smi	Fir	6100
Lange H	4250	156	S 36x5	S 36x10	Con 6B	6-3¾x5	33 7	L	PS	Non	Own	Str	V	Apo	Non	D. B-L	B-L 55	A	4	Pet	Tim 65700D	W	F	10.5	56.2	A	Tim 1544B	S. P.	Ros	Hoo	Opt	6850
Lange E3	3850	149½	S 36x5	S 36x10	Con K4	4-4½x5¼	27.2	L	FP	Non	Own	Str	V	Apo	Non	D. B-L	B-L 51	A	4	Pet	Tim 65700D	W	F	10.5	56.2	A	Tim 1544B	S. P.	Ros	Hoo	Opt	5950
Larrabee XH25	3300	173°	P 32x6	DP32x6	Con 6B	6-3¾x5	33.7	L	PC	Opt	Fed	Zen	G	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 65600	W	F	8.5	36.2	A	Shu 5550	Eat	Ros	Sml	Fir	5650
Le Moon H-30	.....	Opt	P 34x7	DP 34x7	Con 6B	6 3¾x5	33.7	L	FP	Non	Chi	Str	G	Bos-A	D-R	D. B-L	B-L 35	U	4	Spi	Tim 65700SP	W	F	6.0	32.1	B	Tim 15300	Tut	Ros	StM	Gdy	5650
Le Moon H-31	.....	Opt	P 34x6	DS 34x6	Con 6B	6-3¾x5	33.7	L	FP	Non	Chi	Str	G	Bos-A	D-R	D. B-L	B-L- 35	U	4	Spi	Tim 65700D	W	F	7.25	38.78	B	Tim 15300	Tut	Ros	StM	Non	5900
Maccar 64	.....	177	S 36x5	DS36x5	Bud YBUI	4-4½x6	32.4	L	PC	Pie	Own	Zen	V	D-R	D-R	D. B-L	B-L 55	A	4	Spi	Tim 65700 S	W	F	8.5	45.4	B	Tim 15302	Row	Ros	Day	.....	7500
Maccar 66	.....	177	S 36x5	DS36x5	Bud BUS	6-4x5½	38.4	L	PC	Pie	Own	Zen	V	D-R	D-R	D. B-L	B-L 55	A	4	Spi	Tim 65700 S	W	F	8.5	45 4	B	Tim 15302	Row	Ros	Day	.....	7500
National 40	4350	169	P 36x6	P 36x10	Wau CU	4-4¾x5¾	30.6	L	PC	Wau	McK	Zen	G	Bos-A	Bos-A	O. H-S	B-L 51	A	4	Spi	Tim 6570D	W	F	8.5	45.5	A	Tim 1544B	Mat	Ros	Van	Fir	6200
National 41	4500	179	P 36x6	P 36x10	Wau CU	4-4¾x5¾	30.6	L	PC	Wau	McK	Zen	G	Bos-A	Bos-A	O. H-S	B-L 51	A	4	Spi	Tim 6570D	W	F	10.5	45.5	A	Tim 1544B	Mat	Ros	Van	Fir	6300
§Noble 164	.....	152	S 36x5	S 36x10	Bud EBU	4-4¼x5½	25.6	L	PC	Pie	Chi	Str	V	Eis	.....	D. Ful	Ful	A	4	Blo	Tim 65700D	W	F	9.25	44.4	A	Tim 15300	Tut	Ros	Sml	Fir	5950
§Noble 166	.....	188	P 34x7	DP34x7	Bud BUS	6-4x5½	38.4	L	PC	Pie	Chi	Str	V	A-L	A-L	D. Ful	Ful	A	4	Blo	Tim 65700SP	W	F	6.75	32.4	A	Tim 15300	Tut	Ros	Ind	Fir	6275
Oneida C	.....	160°	P 34x7	DP34x7	Wis HB	6-3⅜x5	33.7	H	PS	Non	Mod	Str	V	Apo	A-L	D. Ful	Ful GCL	A	4	Pet	Tim 65600D	W	F	8.5	.....	A	Shu 550	Mat	Ros	Smi	Fir	5200
Oshkosh H	4175	146	Opt	Opt	Her L	4-4½x5¾	32.4	L	PC	Pie	Own	Zen	V	Opt	.....	D. B-L	B-L 55	U	4	Blo	Own H	R	F	9.25	49.5	B	Own H	Tut	Han	Cla	Gdy	6975
Oshkosh HH	4275	165	S 36x6‡	S 36x8‡	Her L	4-4½x5¾	32.4	L	PC	Pie	Own	Zen	V	Opt	.....	D. B-L	B-L 55	U	4	Blo	Own H	R	F	9.25	49.5	B	Own H	Tut	Han	Cla	Gdy	7085
Oshkosh H6	4725	146	S 36x6‡	S 36x8‡	Her YXC	6-4⅜x4¾	45.9	L	PC	Her	Own	Zen	V	Opt	.....	D. B-L	B-L 55	U	4	Blo	Own H	R	F	9.25	49.5	B	Own H	Tut	Han	Cla	Gdy	4725
Oshkosh HH6	4825	165	S 36x6‡	S 36x8‡	Her YXC	6-4⅜x4¾	45.9	L	PC	Her	Own	Zen	V	Opt	.....	D. B-L	B-L 55	U	4	Blo	Own HH	R	F	9.25	49.5	B	Own HH	Tut	Han	Cla	Gdy	4825
Pierce-Arrow XB	3750	150	S 36x5‡	DS36x5‡	Own XB	4-4x5½	25.6	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own XB	A	4	Spi	Own XB	W	½	9.25	48.1	A	Own XB	S P	Own	Bet	Opt	6280
Rehberger B	.....	162	S 36x5	S 36x10	Bud YBU	4-4½x6	32.4	L	PC	K.P	Bus	Zen	V	Eis	D-R	D. B-L	B-L 51	U	4	Spi	Tim 6566	W	F	8.5	45.5	A	Shu 5550	Del	Ros	Van	Fir	6460
Reo GA	2185	159	P 32x6	DP 32x6	Own	6-3⅜x5	24.3	D	PS	Non	Own	Sch	V	N-E	N-E	D. B-L	Own	U	4	Pet	Own	S	F	6.22	41.05	A	Own	S.S.	Own	Van	Fir	.....
Republic 25	.....	165°	S 36x5	S 36x10	Con K4	4-4½x5¼	27.2	L	FP	Pha	Own	Str	V	Bos-A	A-L	D. Ful	Ful	U	4	U-M	Eat	I	D	8.40	40.3	B	Eat	Mat	Jac	Van	Fir	5400
Republic 25W	.....	165°	S 36x5	S 36x10	Wau CU	4-4¾x5¾	36.1	L	PC	Wau	Own	Str	V	Bos-A	A-L	D. Ful	Ful	U	4	U-M	Eat	I	D	8.40	40.3	B	Eat	Mat	Jac	Van	Fir	5400
Ruggles 45	.....	148	S 36x5	S 36x10	Her OX	4-4x5	25.6	L	PC	Non	Per	Zen	G	Bos-A	D-R‡	D. B-L	B-L 35	U	4	Spi	Wis 8800	R	F	7.85	42 0	A	Shu 5550	Det	Jac	Van	Fir	5200
Sanford S 345	.....	189	S 36x5	DS 36x5	Bud DW6	6-3¾x5	33.7	L	PC	Non	R-T	Str	G	Con	Dyn	D. B-L	B-L 51	U	4	Spl	Eat 41000	R	F	7.25	29 0	A	Eat CC3B	.....	Ros	Van	Gdy	6050
Sanford S345	.....	158	S 36x5	DS 36x5	Bud DW6	6-3¾x5	33.7	L	PC	Non	R-T	Str	G	Con	Dyn	D. B-L	B-L 55	A	7	Spl	Eat 41000	R	F	8.85	84.0	A	Eat CC3B	.....	Ros	Van	Gdy	6300
§Schacht LN	.....	160	S 36x5	S 36x12	Wis RCU	4-4½x6	32.4	L	PC	Pie	Own	Zen	G	Bos-A	Non	D. B-L	Ful	A	4	Spl	Own	R	F	10.3	65.0	...	Own	Eat	Own	Dav		7800
Selden Roadmaster 47	.....	165	P 32x6	DP 32x6	Con 6B	6-3¾x5	33.7	L	FP	Non	Own	Str	V	D-R	Bos-A	D. B-L	B-L 35	U	4	.....	Cla 720	S	½	Opt	Opt	A	Shu	.....	Ros	Van	Fir	5500
§Selden Unit 53	.....	154°	S 36x4	P 36x8	Con L4	4-4½x5½	32 4	L	FP	Pha	Lon	Str	G	Eis	Bos-A	D. B-L	B-L 51	A	4	Spl	Tim 6566	W	F	8.50	45.5	A	Tim 1544B	Det	Ros	Std	Opt	6220
Stewart 19	3200	165	S 36x4	S 36x8	Lyc	6-37x5	36.2	L	PS	Non	G&O	Zen	V	D-R	D-R	D. Ful	Ful	U	4	Spi	Tim	W	F	7.25	43.2	A	Sal	Own	Ros	Cla	Fir	5290
Stoughton F	.....	156	S 36x5	DS36x5	Own	4-4½x5¼	27.2	H	FP	Sim	Own	Zen	G	Bos-A	.....	B. B-L	B-L 51	U	4	The	She W21	W	½	8.75	46.8	..	She D370	Own	Ros	Bim	Gdy	5900
Stoughton N	.....	168	S36x5	DS36x5	Con 6B	6-3⅜x5	33 7	L	PC	Non	Per	Zen	G	Bos-A	.....	B. B-L	B-L 51	U	4	Spi	Tim	W	¾	.....	.....	A	Tim	Own	Ros	Bim	.....	.....
Traylor D	3400	150	S 36x4‡	S 36x8	Bud ETU	4-4¼x5½	28.9	L	PC	Pie	G&O	Zen	G	Spl	West	D. M-E	Own D-4-U	U	4	M-E	She W-21	W	½	7.75	37.0	A	She D-343	Mer	Ros	Sch	.....	5850
United 40D	.....	124	P 34x7	P 34x7	Her OX	4-4x5	25 6	L	PC	Non	Per	Zen	G	Eis	A-L	D. B-L	B-L 35	U	4	Blo	Wis 6600	R	F	7.75	41.46	A	Shu 510	Det	Ros	Van	Fir	5200
U. S. 30	3375	Opt	S 36x5	S 36x10	Bud DW	6-3¾x5	33.7	L	PC	Non	Own	Str	V	A-L	A-L	D. B-L	B-L 51	A	4	Blo	Tim 65700SP	W	F	8 5	45.5	B	Shu 5550	.....	Ros	Ont	.....	6300
U. S. 31	3275	156°	S 36x5	S 36x10	Bud EBU-I	4-4¼x5½	28.9	L	PC	Pie	Own	Str	V	Spl	A-L	D. B-L	B-L 51	A	4	Blo	Tim 65700SP	W	½	8.5	45.5	B	Shu 5550	.....	Lav	Day	.....	6000
Valley	.....	Opt	S 36x6	S 36x10	Her K	4-4¼x5⅜	28.9	L	PC	.....	Chi	Str	V	D-R	D-R	D. Ful	Ful Go	U	4	Spi	Wis	R	F	7.75	41.46	A	Shu	Tut	Ros	Opt	Fir	6340
Ward La France 2B	.....	Opt	S 36x5	DS36x5	Wau CU	4-4¾x5¾	30 6	L	PC	Wau	Own	Str	G	Apo	A-L	D. B-L	B-L 51	A	4	Spi	Tim	W	F	7.25	38.8	A	Tim	Mar	Ros	Day	.....	5900
Ward La France 2B6	.....	Opt	P 36x6	DP36x6	Wau 6KL	6-4x4¾	38.4	..	FP	Wau	Own	Zen	V	Bos-R	A-L	D. B-L	B-L 51	A	4	Spi	Tim	W	F	7.25	38 8	B	Shu 5550	Mar	Ros	Van	.....	.....
Witt-Will 8S	3400	168°	S 36x4‡	S 36x10	Con K4	4-4¼x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	Bos-A	D. B-L	B-L 51	U	4	Spi	Tim 6570D	W	F	9.25	40.0	A	Tim 1544B	She	Ros	Arc	Non	5700
Woods 56W4	.....	160	S 36x5	S 36x10	Bud YTU	4-4½x6	32.4	L	PC	Non	Chi	Zen	V	Bos-A	.....	D. B-L	B-L 55	A	7	The	Tim 65700D	W	F	8.50	80.7	A	Shu	Tut	Ros	Bim	Fir	6500
3½ Ton																															
Acme 74	...	173	S 36x5	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful H	A	8	Blo	Tim 65700	W	F	8.5	53.55	A	Tim 15300	Det	Ros	Sml	.....	6250
Acme 76	...	179⅜	S 36x5	S 36x10	Con 7T	6-4½x5¼	40 8	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful H	A	8	Blo	Tim 65700	W	F	7.75	48.8	A	Tim 15300	Det	Ros	Smi	.....	6450
American La France Y	4950	Opt	S 36x5	DS36x5	Own 3R	4-4¾x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 3R	A	4	Own	Own 5R	W	F	8.8	47.8	B	Own 3R	Mer	.....	Day	Non	8600
Autocar H	.....	114°	S 34x5	S 36x10	Own Y	4-4¾x5½	28 9	L	SP	Pha	G&O	Str	G	Bos-A	L-N‡	P. Own	Own J	A	4	Spi	Own J	R	F	8.72	63 6	A	Own J	S.P.	Ros	.....	.....	6000
Biederman	.....	180°	S 36x6	S 36x12	Con 6B	6-3¾x5	33.7	L	PC	Han	Own	Zen	G	D-R	D-R	D. B-L	B-L 51	U	4	Spi	Tim	W	F	9.5	52.0	A	Shu	Mat	Ros	Bet	Non	7000
Clydesdale 4	.....	177°	S 36x6	DS40x6	Con B5	4-4¾x6	36.0	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 60 Max	A	7	Spi	Tim 6666	W	F	10.3	98 16	A	Tim 16300	Per	Ros	Smi	Non	7500
Clydesdale 4X	.....	177°	S 36x5	DS40x5	Con L4	4-4½x5½	32.4	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 60 Max	A	7	Spi	Tim 6666	W	F	10.3	98 16	A	Tim 16300	Per	Ros	Smi	Non	7300
Diamond T K2	170	S 36x5	DS36x5	Her L	4-4½x5¾	32.4	L	PC	Pie	G&O	Str	G	Apo	A-L	D. Cov	Cov SB	A	4	Spi	Tim 66600D	W	F	10.33	52.4	A	Tim 17300	Mat	Ros	Day	Non	7900
Dixon	4500	160	S 36x5	S 36x10	Her G	4-4¾x5¾	36.1	L	PC	Pie	G&O	Zen	V	Eis	D-R	D. Ful	Ful	U	4	Spi	Tim 6666	W	F	8.75	45.0	A	Shu 610	S.P.	Ros	.....	.....	6600
Duplex EF	...	130	S 36x8	S 36x8	Bud EBU-I	4-4¾x5½	28.9	L	PS	Non	Lon	Zen	V	Eis	A-L	D. B-L	B-L	U	8	Pet	Own	I		8 00	86 0	A	Own	Tut	Wob	Bim	.....	6500
G.M.C. K-72	4690	160°	S 36x5	S 40x12	Own 89	4-4½x6½	32.4	L	FP	K.P.	McC	Mar	V	Eis	D-R	D. Own	Own	A	7	Own	Tim 66600	W	F	8.75	75.5	A	Tim 16380A	Det	Own	Day	Fir	8150
Harvey WHC	4250	160°	S 36x6‡	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	McC	Own	Str	G	Eis	Non	D. B-L	B-L 60	A	7	Spi	Tim 66600	W	F	10 3	98.15	A	Tim 16300	Bea	Ros	Int	.....	8950
Hug 90	.....	124	P 38x7	DP38x7	Bud DW-6	6-3¾x5	33.7	L	PC	Han	Per	Zen	V	Eis	D-R	D. B-L	B-L 55	A	7	Blo	Wis 1255K	R	F	8.9	84 5	A	Shu 610	Cha	Ros	Smi	Fir	7050
Hug C90	.....	150	P 38x7	DP38x7	Bud DW-6	6-3¾x5	33.7	L	PC	Han	Per	Zen	V	Eis	D-R	D. B-L	B-L 55	A	7	Blo	Wis 1255K	R	F	8 9	84 5	A	Shu 610	Cha	Ros	Van	Fir	7050
Indiana 136	162½°	S 36x5	S 36x12	Her L	4-4½x5¾	32.4	L	PC	Pie	McC	Str	V	Eis	A-L†	P. B&B	B-L55 Max	A	7	Spi	Tim 65700D	W	F	8.5	80.7	A	Shu 5550	Bea	Ros	.....	.....	7400
Indiana 636	168½°	S 36x5	S 36x12	Wis H	6-4 x5	38.4	H	FP	K-P	McC	Str	V	Eis	A-L†	P. B&B	B-L 55 Max	A	7	Spi	Tim 65700D	W	F	7.75	73.6	A	Shu 5550	Bea	Ros	.....	.....	7625
Int. Harvester 74C	.....	154°	S 36x6‡	S 40x12	Own	4-4¼x5	28.9	H	SP	Own	Own	Own	G	Bos-R	D-R‡	D. Own	Own	U	7	Own	Own	C	D	10.6	86.0	B	Own	S.S.	Own	Own	Fir	8715
Int. Harvester 74	.....	160°	S 36x6‡	S 40x12‡	Own	4-4¼x5	28.9	H	SP	Own	Own	Own	G	Bos-R	D-R‡	D. Own	Own	U	7	Own	Own	C	D	10.6	86.0	B	Own	S.S.	Own	Own	Fir	8715

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Key of abbreviations, page 48

Trade Name and Model	General				Engine								Electrical System		Clutch	Gearset			Universals (Make)	Rear Axle			Gear Ratios		Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Tire Size: Front (inches)	Tire Size: Rear (inches)	Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Type and Make	Make and Mode	Location	No. of Forward Speeds		Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low						
4 Ton—Cont'd																															
Selden 73	....	168°	S 36x5‡	S 36x12	Con B5	4-4¾x6	36 1	L	FP	Pha	Lon	Str	G	Eis	Bos-A	D. B-L	B-L 55	A	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 1630B	S.P	Ros	Std	.....	7720
Selden 60	....	165°	P 34x7	P 38x9	Con 8T	6-4½x5¼	40 8	L	FP	Non	Own	Str	V	D-R	Bos-A	D. B-L	B-L 60 Max	A	7	Spi	Eat	R	..	.....	.....	A	Shu	...	Ros	Van	Fir	6550
Stewart 22	4200	165	S 36x5	S 36x12	Lyc	6-3⅞x5	36.2	L	PC	Non	Own	Zen	G	D-R	D-R	D. Ful	Ful	A	4	Spi	Tim	W	F	10.5	80.7	5A	Sal	Det	Ros	Day	.....	6720
U S. 40	4050	168°	S 36x6	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	Mon	Own	Str	V	Spi	A-L	D. B-L	B-L 55	A	4	Blo	Tim 66700SP	W	F	10 3	54.8	B	Tim 16300	.....	Lav	Day	Non	7900
Witt-Will A	4750	172°	S 36x6	DS40x6	Con B5	4-4¾x6	36 1	L	PC	Pie	Own	Zen	G	Eis	Bos-A	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10 2	53 3	A	Tim 1732B	She	Ros	Smi	Non	9 0
Yellow Coach Z	....	230	P 38x7	DP38x7	Yell	6-4¼x5½	43.3	...	PC	Opt	Lon	Zen	V	N-E	N-E	.....	B-L 811XX	A	4	Spi	Tim 66210	W	½	5.2	25.89	...	Tim 1650	.....	Ros	....	....	8155
4½ Ton																															
Acme 90L	....	179⅜	S 36x5	S 40x12	Cont B7.	4-5x6	40.0	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful HOG	A	8	Blo	Tim66600	W	F	8.75	82.08	A	Tim 16300	Det	Ros	Smi	.....	7900
Republic 30	....	170°	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	Pha	Own	Str	V	Bos-A	A-L	D. Ful	Ful	U	4	U-M	Eat	I	D	10.2	49.2	B	Wis	Mat	Han	Van	Fir	6700
Republic 30W	....	170°	S 36x5	S 36x12	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	Own	Str	V	Bos-A	A-L	D. Ful	Ful	U	4	U-M	Eat	I	D	10.2	49.2	B	Wis	Mat	Han	Van	Fir	6700
5 Ton																															
Acme 104	....	180	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful HOG	A	8	Blo	Tim 67600	W	F	8.8	82.5	A	Tim 17300	Det	Ros	Smi	..,..	8850
Acme 106	....	180	S 36x6	S 40x14	Con 7T	6-4½x5¼	40.8	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful HOG	A	8	Blo	Tim 67600	W	F	8.8	82.5	A	Tim 17300	Det	Ros	Smi	....	8850
Amer. La France V	5500	Opt	S 36x6	DS40x6	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B	Own 5R	Mer	.....	Day	Non	9600
Autocar M	....	120°	S 34x6	S 36x12	Own M	4-4½x5½	32.4	L	SP	Pha	G&O	Str	G	Bos-A	L-N‡	P. Own	Own B	A	4	Spi	Own M	R	F	9.89	72.1	A	Own Y	.....	Ros	.....	Non	7200
Biederman	....	180°	S 36x7	S 36x14	Con 7T	6 4¼x6	43.3	L	PC	Han	Own	Zen	G	D-R	D-R	D. B-L	B-L 60	U	7	Spi	Tim	W	F	11.5	60.6	A	Shu	Mat	Ros	Day	Non	9200
Brockway T	..	174	S 36x6	S 40x14	Con B7	4 5x6	40.0	L	FP	K.P.	Bus	Zen	V	Eis	L-N	D. B-L	B-L 60	A	4	Spi	Tim 68700S	W	F	10 0	53.5	A	Tim 17300	Row	Ros	Day	Non	10065
Brockway T-18	..	176¾	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	K.P.	Bus	Zen	V	Eis	L-N	D. B-L	B-L 60	A	4	Spi	Tim 68700S	W	F	10.0	95.0	A	Tim 17300	Row	Ros	Day	Non	10500
Chicago 50 EU	....	183°	S 36x6	S 40x12	Wau EU	4-5x6¼	40.0	L	PC	Pie	Chi	Zen	G	Apo	Non	D. B-L	B-L 60 Max	A	4	Pet	Tim 6760D	W	F	11.6	110.8	A	Tim 17300	Mat	Ros	Smi	Non	8500
Clinton 120L	....	204	S 36x6	DS36x7	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 60	A	4	Blo	Tim 67700	W	F	8.80	47.1	A	Tim 17300	Per	Ros	StM	.....	9550
Clinton 120LM	....	204	S 36x6	DS36x7	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 60 Max	A	7	Blo	Tim 67700	W	F	8.80	83.6	A	Tim 17300	Per	Ros	StM	.....	9650
Clydesdale 2	....	176°	S 36x7	DS40x7	Con B7	4-5x6	40.0	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 60 Max	A	7	Spi	Tim 6760	W	F	11.6	110.8	A	Tim 17300	Per	Ros	Smi	Non	9750
Coleman 4	....	144	P 42x9	P 42x9	Bud YBU-I	4-4½x6	32.4	L	FP	....	R-T	Str	V	Bos-A	Bos-A	D. Ful	Ful RU 16	U	8	Spi	Wis 120J-FF	R	F	8.57	139.	E	Wis 120J-F	Det	Ros	Day	Fir	8750
Coleman 6-O	....	144	P 42x9	P 42x9	Bud BUS	6-4x5⅛	38.4	L	FP	....	R-T	Str	V	Bos-A	Bos-A	D. Ful	Ful RU16	U	8	Spi	Wis 120JFF	R	F	8.6	137	E	Wis 120JF	Det	Ros	Day	Fir	8750
Coleman 6-OX	....	144	P 42x9	P 42x9	Bud BUS	6-4x5⅛	38.4	L	FP	....	R-T	Str	V	Bos-A	Bos-A	D. Ful	Ful RU16	U	8	Spi	Wis 120JFF	R	F	8 6	139	E	Wis 120JF	Det	Ros	Day	Gdy	9660
Corbitt 70	....	178	S 36x6	DS40x6	Con B7	4-5x6	40.0	L	FP	Sim	Per	Zen	V	Eis	L-N‡	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	10.0	95.0	A	Shu 650	Mat	Ros	Smi	Non	9410
Day-Elder L	....	170°	S 36x6	DS40x7	Bud BBU	4-5x6½	40.0	L	PC	Mon	Bus	Zen	V	Eis	D-R‡	D. B-L	B-L 60	A	4	Spi	Tim 67600D	W	F	10.2	54.8	A	Tim 17300	She	Gem	Van	.....	10000
Denby 210	....	170	S 36x6	DS40x6	Con B5	4-4¾x6	36.1	L	PC	....	Lon	Zen	G	Eis	.....	D. Ful	Ful HU	A	4	U-P	Cla	..	D	12.5	62.7	...	Tim	Det	Ros	Smi	.....	8590
Diamond T S2	....	180	S 36x6	DS40x6	Her G	4-4¾x5¾	36.1	L	PC	Pie	G&O	Str	G	Apo	A-L	D. Cov	Cov SB	A	4	Spi	Tim 677000D	W	F*	11.66	59.1	A	Tim 17300	Mat	Ros	Day	Non	9500
Dixon	4800	160	S 36x5	S 36x12	Her G	4-4¾x5¾	36.1	L	PC	Pie	G&O	Zen	V	Eis	D-R	D. Ful	Ful	A	8	Spi	Tim 6666	W	F	8.75	137.0	A	Shu 610	S.P.	Ros	Day	....	8100
Douglas	....	185°	S 36x6	S 40x12	Bud BBU	4-5x6½	40.0	L	PC	Non	Own	Zen	V	Eis	N-E	D. Ful	Ful HU	U	4	Blo	Wis 1450	R	F	9.12	57.5	A	Wis 50	Tut	Ros	Van	....	9200
Eagle 106	....	144°	S 36x6	S 36x12	Bud YTU	4-4½x6	32.4	L	PC	....	Own	Zen	G	Eis	.	D. B-L	B-L 60	A	7	Pet	Wis 1450	R	F	10.4	115 0	A	Wis 30	Cha	Ros	Smi	....	8600
Garford 100	5400	162	S 36x6‡	S 40x14	Bud RTU	4-5x6½	40.0	L	PC	K.P.	Own	Zen	G	Spl	Non	D. Own	B-L 60 Max	A	7	B.G.	Tim 67700D	W	F	10.25	97.38	A	Tim 1632B	Per	Ros	Bet	Nor	9450
G.M.C. K-102	5320	160°	S 36x6	S 40x14	Own 89	4-4½x6½	32.4	L	FP	K.P.	McC	Mar	V	Eis	D-R	D Own	Own	A	7	Own	Tim 67600	W	F	10.0	86.3	A	Tim 1732	Det	Own	Day	Fir	9245
Gotfredson 100	....	169¼	S 36x6	DS40x8	Bud BBU	4-5x6½	40.0	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	11 6	110.8	B	Tim 17300	Det	Ros	Day	Non	12000
Gotfredson 106	....	173½	S 36x7	DS40x8	Bud GL6	6-4½x6	48.6	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	11 6	110.8	B	Tim 17300	Det	Ros	Day	Non	12400
Gramm O60	5370	153°	S 36x6‡	S36x14‡	Her G	4-4¾x5¾	36 1	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	133.4	B	Wis 30	Mat	Ros	Smi	Non	8700
Gramm O60	5650	153°	S 36x6‡	S36x14‡	Lyc TS	6-3¾x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	133.4	B	Wis 30	Mat	Ros	Smi	Non	9700
Gramm-Berns'n 50	....	168°	S 36x6	DS40x6	Con B7	4-5x6	36.1	L	PC	Pie	Own	Str	G	Eis	A-L	D. Ful	Ful H1	A	8	Own	She	W	½	10.5	109.7	B	She	Per	Ros	Smi	Non	9700
Guilder K5	....	170	S 36x6	DS40x6	Bud YTU	4-4½x6	32.4	L	PC	Pie	G&O	Zen	G	Eis	Non	D. B-L	B-L 60	A	4	M-E	Wis 1600	R	F	9.00	.....	B	Shu 650	Mer	Ros	Van	Opt	8800
Hahn R	....	162°	S 36x6	S 40x12	Con B5	4-4¾x6	36 1	L	FP	Pha	Chi	Str	G	Bos-R	L-N	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10.25	.....	A	Tim 1632B	Mer	Ros	Opt	Ot t	8450
Hendrickson V4	5300	.....	S 36x7	S 40x14	Wau EU	4-5x6¼	40.0	L	FP	Wau	Chi	Zen	G	Spl	.....	D. B-L	B-L 70	A	7	Pic	Tim 67700D	W	F	.....	.....	A	Tim 17300	....	Ros	.....	....	9800
Indiana 41	....	172°	S 36x6	S 40x12	Her G	4-4¾x5¾	36.1	L	PC	Pie	Lon	Str	V	Eis	Opt	P. B&B	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	10.0	95.0	B	Shu	Bea	Ros	Smi	....	9600
Int. Harvester 104C	....	154°	S 36x6	S 40x14	Own	4-4¼x5	28.9	F	SP	Own	Own	Own	G	Bos-R	D-R‡	D. Own	Own	U	4	Own	Own	C	D	10.6	86.0	B	Own	S.S.	Own	Own	Fir	8900
Int. Harvester 103	....	160	S 36x5‡	S 40x14	Own	4-4¼x5	28.9	H	SP	Own	Own	Own	G	Own	D-R‡	D. Own	Own 103	U	4	Own	Own 103	I	D	11 0	65 .0	B	Own 103	S.S.	Own	Own	Fir	7580
Kelly Springfield KS50	..	160	S 36x6‡	S 40x14	Own	4-4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	A-L	P. B&B	B-L 60 Max	A	7	Pet	Tim 67600	W	F	11.66	110.77	A	Own	Det	Ros	Smi	.....	9860
Kenworth S	5500	178	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	Pie	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700S	W	F	8.75	89.0	A	Tim 17300	Lah	Ros	Smi	.....	9700
King Zeitler 90	....	168°	S 36x7	S 40x14	Con B5	4-4¾x6	36.1	L	FP	Pha	Chi	Str	G	Eis	A-L‡	D. B-L	B-L Max	A	4	Spi	Tim 6760	W	F	11.6	62.3	A	Tim 1732B	Tut	Ros	StM	Non	9000
Kissel Goliath	....	168	S 36x6	S 40x14	Wau DU	4-4½x6¼	32.4	L	PC	Pie	McC	Str	V	Eis	.....	P. B-L	Ful H	A	..	Spi	She W32	W	½	11.75	73.6	...	She 3FA20	Mat	Ros	Smi	.....	8800
Kleiber	5400	185	S 36x6‡	S 40x14‡	Con B5	4-4¾x6	36.1	L	FP	Non	R-T	Str	V	Bos-R	Non	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10 3	54 8	A	Tim 1730	Bet	Ros	Smi	....	10400
Le Moon GP5	....	Opt	S 36x6	S 40x12	Con B7	4-5x6	40.0	L	FP	Pha	Chi	Str	G	Bos	Non	D. B-L	B-L 60	A	4	Spi	Tim 67600	W	F	11 66	62.38	A	Tim 17300	Tut	Ros	StM	Non	10000
Luedinghaus	....	160°	S 36x6‡	S 40x6‡	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	G	Eis	Opt‡	D. B-L	B-L 60	A	4	Spi	Tim 67600	W	F	11 8	..	A	Shu	Tut	Ros	Smi	....	9500
Maccar G1	....	186	S 36x6	DS40x6	Wis RBU	4-5x6	40.0	L	PC	Pie	Own	Str	V	Eis	D-R	Rem	B-L 60	A	4	Spi	Tim 6760D	W	F	10.2	54.8	A	Tim 17300	Row	Ros	Day	....	8975
Mack AC 5½-7	5500	168°	S 36x6	DS40x6	Own AC	4-5x6	40 0.L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	*8.31	53.3*	D	Own AC	Mer	Own	.....	.....	.....
Master 64	....	170°	S 36x6	S 40x14	Bud BTU	4-5x6¼	40 0	L	PC	Pie	Chi	Zen	V	Opt	Non	D Ful	Ful H	A	10	Spi	Tim 6766	W	F	Ont	Opt	A	Tim	Det	Ros	Smi	Non	.....
Oneida E-9	....	180	S 36x8	DS40x7	Her G	4-4¾x5¾	36.1	L	PS	Non	Mod	Str	...	Apo	A-L	B-L	B-L 60	A	4	Pet	Tim 67660	W	F	10 1	.....	A	Tim 1730	Mat	Ros	Smi	Gdy	9400
Oshkosh F	5180	146	S 36x8‡	S 36x12‡	Wau EU	4-5x6¼	40 0	L	PC	Wau	Own	Zen	V	Opt	Non	D. Ful	Ful HU	U	4	Blo	Own	B	F	7.90	47.4	B	Own	Tut	Han	Cla	.....	8350
Pierce-Arrow RD	5400	162	S 36x6	DS36x7	Own RD	4-4½x6¾	32.4	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own RD	A	4	Spi	Tim 6760	W	F	10.25	54.8	A	Tim 17300	Del	Ros	Van	.....	10010
Rehberger D	....	186	S 36x6	S 40x14	Bud BTU	4-5x6½	40 0	L	PC	K-P	Bus	Zen	V	Eis	D-R	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	7.67	95.5	B	Wis	Mat	Han	Van	Fir	7500
Republic 35	....	170°	S 36x6	S 36x14	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Str	V	Bos-A	A-L	D. Ful	Ful	A	8	U-M	Eat	I	D	7.67	95.5	B	Wis	Mat	Han	Van	Fir	7500
Sandow L	....	175	S 36x6	S 40x12	Bud BTU	4-5x6½	40 0.L	FP	Mon	Chi	Str	G	Bos-A	Non	D. B-L	B-L 60	A	4	Spi	Tim 6766	W	½	11 0	46.6	B	Tim 1732B	....	Ros	....	7800	.....
Sanford W6-50	....	148	S 36x6	DS40x7	Bud BUS	6-4x5½	38.4	L	PC	Non	R-T	Str	G	Con	Dyn	D. B-L	B-L 60	A	7	Spi	Tim 67700	W	F	11.67	110.8	A	.....	Eat	Ros	Day	.....	9500
Schacht	....	168	S 36x6	DS40x7	Wis RCU	4-4½x6	32.4	L	PC	Pie	Own	Zen	G	Bos-A	Non	D. B-L	Ful	A	8	Spi	Own	W	F	14.0	88.2	B	Own					9800

5 Ton—(Cont'd)																																					
Selden Unit 90		166	S 36x6	S 40x12	Con B7	4-5x6	40.1	L	FP	Pha	Lon	Str	G	Eis	Bos-A	D. Det	B-L 60-7	A	4	Spi	Tim 6760	W	F	11.6	62.0	A	Tim 1730B	S.P	Ros	Std		9650
Selden 76		170	P 36x8	DS36x6	Con 8T	6-4½x5¼	40.8	L	FP	Non	Own	Str	V	D-R	D-R	D. B-L	B-L 60	A	7	Blo	Tim	W	F			A	Shu		Ros	Van	Fir	8600
Service 103		173°	S 36x6	S 40x14	Bud YBU-I	4-4½x6	32.4	L	PC	Non	Own	Str	V	Eis	D-R	P. B&B	B-L 60-7	A	7	Spi	Tim 6760	W	F	10.25	97.3	A	Tim 1732	Bea	Ros	Int		9350
Sterling DW18		160°	S 36x5	S 36x10	Own CU	4-4¾x5¾	30.6	L	PC	Wau	Own	Zen	V	Eis		D. B-L	B-L 51	U	4	Spi	Tim	W	F	7.7	41.5	A	Tim	Mat	Ros	Hoo		6100
Sterling EW20		174°	S 36x5	S 40x10	Own DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Eis		O. H-S	B-L 60	A	4	Spi	Tim	W	F	8.7	51.8	A	Tim	Mat	Ros	Hoo		7775
Traylor F	4700	170	S 36x6	S 40x12	Bud YTU	4-4½x6	32.4	L	PC	Sim	G&O	Zen	G	Bos-A	West	D. B-L	B-L 60	A	4	Spi	She W-32	W	½	10.2	55.0	A	She 4FA20	Mer	Ros	Smi	Non	8800
§United 100		151	S 36x6	S 40x14	Her G	4-4¾x5¾	36.1	L	PC	Pie	Per	Zen	G	Eis	A-L	D. B-L	B-L 60	A	4	Blo	Wis 1800	R	F	11.2	106.4	A	Shu 610	Det	Ros	Van		8900
Ward LaFrance 5B		Opt	S 36x6	DS40x7	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Str	G	Bos-R	A-L ‡	D. B-L	B-L 60 Max	A	7	Spi	Tim Spec.	W	F	7.8	74.0	A	Tim	Mar	Ros	Day		7900
Ward La France 5B6		Opt	S 36x6	DS40x7	Wau 6AL	6-4½x5¾	48.6	L	PC	Wau	Own	Zen	V	Bos-R	A-L‡	D. B-L	B-L 60 Max	A	7	Spi	Tim Spec.	W	F	7.8	74.0	B	Tim	Mar	Ros	Day		8350
White 52	5100	174°	S 36x6	5 40x12	Own GRB	4-4¼x5¾	28.9	L	PC	Owr	Own	Zen	V		L-N‡	P. Own	Own GRBA	U	5	Spi	Own	R	F	11.7	92.15	B	Own	Own	Own	Own		9184
White 55	4770	174°	S 36x6‡	DS40x6	Own GRB	4-4¼x5¾	28.9	L	PC	Owp	Own	Zen	V		L-N‡	P. Own	Own GRBA	U	4	Spi	Own	R	F	10.11	50.39	B	Own	Own	Own	Own		
Witt-Will A	4750	172°	S 36x6	DS40x6	Con B5	4-4¾x6	36.1	L	FP	Non	Own	Zen	G	Eis	Bos-A	D. B-L	B-L 60 Max	A	4	Spi	Tim 6760	W	F	10.2	53.3	A	Tim 1732B	She	Ros	Non	Day	9350
5½ Ton and Over																																					
Acme 104		180	S 36x6	S 40x14	Con B7	4-5x6	40.1	L	FP	Pie	Per	Zen	V	A-L	Bos-A	D. Ful	Ful	A	8	Blo	Tim 67700	W	F	10.0	107 0	A	Tim 17300	Det	Ros	Smi	Non	9400
Amer. La France Z6½	5750	Opt	S 36x7	DS40x7	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10 0	54 4	B	Own 5R	Mer	.....	Day	.....	9600
Amer. La France U7½	6000	Opt	S 36x7	DS40x8	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	11.37	63.5	B	Own 5R	Mer	.....	Day	.....	9800
Bridgeport G-7		170	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	Pie	G&O	Zen	V	Eis	Non	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10 33	.....	A	She 4FA20	S.P.	Ros	Smi	...	8500
Brockway BT		150	S 36x6	DS40x8	Bud BBU	4-5x6½	40.0	L	FP	K.P.	Bus	Zen	V	Eis	L-N	D. B-L	B-L 70	A	7	Spi	Tim 68700S	W	F	10 0	95.0	B	Tim 17300	Row	Ros	Day	Non	11060
Chicago 70 EU7		159½‡	S 36x6	S 40x14	Wau EU	4-5x6¼	40 0	L	PC	Wau	Chi	Zen	G	Apo	Non	D. B-L	B-L 70 Max	A	7	Pet	Tim 68700D	W	F	11.66	129.8	A	Tim 17300	Mat	Ros	Smi	Non	10000
Clinton 120SM		172	S 36x6	DS40x7	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Apo	D-R	D. B-L	B-L 60 Max	A	7	Blo	Tim 67700	W	F	8.8	83.6	A	Tim 17300	Row	Ros	StM		9500
Diamond T S7 7-½		171	S 36x7	S 40x14	Her G	4-4¾x5¾	36.1	L	PC	Pie	G&O	Str	G	Apo	A-L	D. Cov	B-L 60 Max	A	7	Spi	Tim. 6760D	W	F	11 6	110.7	A	Tim 17300	Mat	Ros	Day	..	10000
Eagle 107		154°	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	.....	Own	Zen	G	Eis	.....	D. B-L	B-L 60	A	7	Pe'	Wis 1600	R	F	10 25	.....	A	Wis 30	Cha	Ros	Smi	...	
Fageol 10-66	8500	225	S 36x6	DS36x5	Wau AB	6-4½x5¾	48.6	L	PC	Wau	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 55&60	U&A	7	Spi	Tim 65700	W	F	6.87	123.4	B	Tim 17300	U.S.	Ros	K-B	Fir	12000
Fageol 645	5650	172	S 36x6	DS40x7	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 60	U&A	7	Spi	Tim 68700	W	F	10.33	55.2	A	Tim 17300	U.S.	Ros	K-B	Fir	9750
Fageol 685	6400	172	S 36x5	DS40x7	Wau AB	6-4½x5¾	48.6	L	PC	Wau	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 55&60	U&A	7	Spi	Tim 68700	W	F	7.81	140 39	A	Tim 17300	U.S.	Ros	K-B	Fir	10400
Federal X8		163	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	Pie	Own	Zen	V	Eis	D-R	P. B&B	B-L 60	A	7	Pet	Tim 68700 SP	W	F	11.6	110.2	B	Own	Mat	Gem	Day	Non	9100
Garford 150W		162	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	K-P	Own	Zen	G	Spl	A-L	D. Own	B-L 60	A	7	B.G	Tim 68600D	W	F	10.25	97.3	A	Tim 1732B	Per	Ros	Day	Non	10100
Gramm O60	5320	153	S 36x6‡	DS40x6	Her G	4-4¾x5¾	36.1	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	133.4	B	Wis 30	Mat	Ros	Smi	Non	8700
Gramm O60	5650	153	S 36x6‡	DS40x6	Con 6B	6-3¾x5	33 7	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	133.4	B	Wis 30	Mat	Ros	Smi	Non	8700
Guilder L 6-7		170	S 36x6	S 40x14	Bud BTU	4-5x6½	...	L	PC	Pie	G&O	Zen	G	Eis	Non	D. B-L	B-L 60	A	4	M-E	Wis 1600	R	F	9.10	.....	A	Shu 650	Mer	Ros	Van	Van	9600
Hahn N		162°	S 36x6	S 40x14	Con B5	4-4¾x6	36.1	L	FP	Pha	Chi	Str	G	Bos-R	Del	D. B-L	B-L	U	4	Spl	Tim 6760	W	F	10.25	.....	...	Tim 1732	Mer	Ros	...	...	9200
Indiana 641-7		184°	S 36x6	S 40x12	Wis Z	6-4½x5	48.6	H	FP	K-P	Lon	Str	V	Eis	A-L‡	P. B&B	B-L 70 Max	A	7	Spi	Tim 68700	W	F	10.00	95.0	A	Shu 610	Bea	Ros	Day	.....	
Indiana 41-7		172°	S 36x6	S 40x12	Her G	4-4¾x5¾	36.1	L	PC	Pie	Lon	Str	V	Eis	Opt	P. B&B	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	10.00	95.0	B	Shu	Bea	Ros	Smi	.....	9600
Kelly-Springfield KS70		160	S 36x6	DS40x8	Own	4-4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	A-L	P. B&B	B-L 60 Max	A	7	Pet	Own	C	D	12.9	123.12	...	Own	Det	Ros	Smi	Non	10320
Krebs 94		183°	S 36x7‡	DS 40x7	Con B7	4-5x6	40 0	L	PC	Pie	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 60	A	7	Spi	Tim 67700D	W	F	11.6	110.2	A	Tim 17300	Mat	Ros	Smi	Fir	9500
Krebs 96		183°	S 36x7	DS 40x7	Con 15H	6-4½x5¾	48 6	L	PC	Pie	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 60	A	7	Spi	Tim 67700D	W	F	11 0	110 0	A	Tim 17300	Mat	Ros	Smi	Fir	9500
Mack AC7½	6000	168°	S 36x7	DS40x7	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	10.5°	67.1	D	Own AC	Mer	Own	.....	.....	
Moreland SX6-6	6860	216	S 36x6	S 36x8	Con 16T	6-4¼x5¼	43.3	L	FP	Non	Own	Str	V	A-L	A-L	. Own	B-L 60	A	7	Pet	Own	W	F	8.75	83.0	...	Tim 1632B	U.S.	Ros	K-B	Fir	9700
Moreland TX6-10	8540	221	S 36x7	S 36x10	Con 15H	6-4½x5¾	48.6	L	FP	Non	Own	Str	V	A-L	A-L	. B-L	B-L 70	A	7	Pet	Own	W	F	9.25	87.5	...	Tim 1732B	U.S.	Ros	Smi	Fir	11000
Pierce-Arrow RF7½	5600	168	S 36x6‡	DS40x8	Own RF	4-4½x6¾	32.4	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own RF	A	4	Spl	Own RF	W	F	10.0	51.9	B	Own RF	S.P	Own	Bet	.....	9540
Saurer 5AD	6000	Opt	S 40x6‡	DS40x7‡	Own 5AD	4-4½x7½	29.3	L	PS	Own	Own	Own	G	Sel	Opt	K. Own	Own 5AD	U	4	Own	Own 5 AD	B	F	7.87	50.0	B	Own 5AD	Own	Own	Own	.....	7500
Schacht 7½		168	S 36x7	DS40x8	Wis RBU	4-5x6	40.0	L	FP	Pie	Own	Zen	G	Bos-A	Non	D. B-L	Ful	A	8	Spl	Own	W	F	14.0	88.2	B	Own	Eat	Ros	Day	.....	
Standard 5-7		165°	S 36x6	S 40x14	Con B5	4-4¾x6	36.1	L	FP	Sim	Lon	Str	V	Eis	Bos A‡	D. B-L	B-L 60	A	7	Spi	Tim 68700SP	W	F	6.86	83.6	A	Tim 17300	Det	Ros	Day	Non	8700
Sterling EW23-6		174°	S 36x6	S 40x12	Own DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	B-L 60	A	4	Spi	Tim	W	F	8.8	52.4	A	Tim	Mat	Ros	Hoo	.....	8675
Sterling EWS25-6½		174°	S 36x6	S 40x12	Own EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	B-L 60	A	4	Spi	Tim	W	F	8.8	52.4	A	Tim	Mat	Ros	Hoo	.....	9175
Sterling EW27-7½		174	S 36x6	S 40x14	Own EU	4-5x6¼	40 0	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	B-L 60	A	4	Spi	Tim	W	F	8.8	52.4	A	Tim	Mat	Ros	Hoo	.....	9475
Sterling EC26-6		174°	S 36x6	S 40x12	Own EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	Own	A	6	B.G.	Own	C	D	7.3	43.6	A	Tim	Mat	Ros	Hoo	.....	8800
Sterling EC29-8½		174°	S 36x6	S 40x14	Own EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	Own	A	6	B.G.	Own	C	D	7.3	43.6	A	Tim	Mat	Ros	Hoo	.....	9825
Sterling EC35-11		174°	S 36x6	S 40x14	Own EU	4-5x6¼	40 0	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	Own	A	6	B.G.	Own	C	D	7.3	43.6	A	Tim	Mat	Ros	Hoo	.....	10250
United 100		151	S 36x6	S 40x14	Her G.	4-4¾x5¾	36.1	L	PC	Pie	Per	Zen	G	Eis	A-L	D. B-L	B-L 60	A	4	Blo	Wis 1800	R	F	11.2	106.4	A	Shu 610	Det	Ros	Van	.....	8900
U. S. T	4500	172°	S 36x6	DS40x6	Bud BTU	4-5x6½	40.0	L	PC	Sim	Own	Str	V	Eis	A-L	D. B-L	B-L 60	A	4	Blo	Tim 68700S	W	½	10.2	54.8	B	Shu 655	....	Lav	Smi	Non	9700
Victor 90		164	S 36x7	S 36x14	Her G	4-4¾x5¾	36.1	L	FP	Pie	Per	Zen	V	Eis	.....	D. Cov	Cov SB4	U	4	U-M	Wis 1700	R	F	8.74	49.3	A	Shu 650	Det	Ros	Day	.....	8500
Ward LaFrance 7B		Opt	S 36x6	DS40x7	Wau GU	4-5½x6¼	46 2	L	PC	Wau	Own	Str	G	Bos-R	A-L‡	D B-L	B-L 60 Max	A	7	Spi	Tim Spec.	W	F	8.8	83.6	A	Tim	Mar	Ros	Day	.....	9500
Ward La France 7B6		Opt	S 36x7	DS40x8	Wau 6AL	6-4½x5¾	48.6	L	PC	Wau	Own	Zen	V	Bos-R	A-L‡	D. B-L	B-L 60 Max	A	7	Spi	Tim Spec.	W	F	8.8	83.6	B	Tim	Mar	Ros	Day	.....	9575
White 52	5100	174°	S 36x6	S 40x12	Own GRB	4-4¼x5¾	28.9	L	PC	Own	Own	Zen	V	.....	L-N‡	P. Own	Own	U	5	Spi	Own	R	F	11.7	92.1	B	Own	Own	Own	Own	Non	9184
Witt Will AS	5000	172°	S 36x6	DS40x7	Con B5	4-4¾x6	36.1	L	FP	Non	Own	Zen	G	Eis	Bos-A	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700	W	F	10.25	.....	A	Tim 1732B	She	Ros	Day	Non	9500
Gasoline Tractor-Trucks																																					
Acme 24		114	P 30x5	P 30x5	Con S4	4-4¼x4½	28.9	L	FP	.....	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	U	3	Blo	Col 53006	S	F	5.85	20.9	A	Col 5303	Det	Ros	Smi	Fir	3625
Acme 36		116	P 32x6	P 32x6	Con 8R	6-3½x4½	27.3	L	FP	.....	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	U	3	Blo	Tim 5620	W	F	6.37	26.1	A	Tim 1460	Det	Ros	Smi	Fir	4000
Acme 54		115	P 34x5	P 34x8	Con S4	4-4¼x4½	28.9	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	Blo	Tim 65660D	W	F	9.5	40.8	A	Tim 1526	Det	Ros	Bim	.....	5000
Acme 56		124½	P 34x5	P 34x8	Con 6B	6-3¾x5	33.7	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	Blo	Tim 65660D	W	F	7.75	37.2	A	Tim 1526	Det	Ros	Bim	.....	5000
Acme 74		120	P 36x5	P 36x10	Con L4	4-4½x5½	32.4	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	A	4	Blo	Tim 6570	W	F	8 5	53.5	A	Tim 1544B	Det	Ros	Smi	.....	6000
Acme 76		128	P 36x5	P 36x10	Con 7T	6-4½x5¼	40.8	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	A	4	Blo	Tim 6570	W	F	7.75	46.7	A	Tim 1544B	Det	Ros	Smi	....	6800
Acme 104		129	P 36x6	P 40x14	Con B7	4-5x6	40.0	L	FP	Pie	G&O	Zen	V	Bos-A	A-L	D. Ful	Ful	A	8	Blo	Tim 6760	W	F	10.	107.0	A	Tim 1732	Det	Ros	Smi	..	9200
Amer. La France 5 Ton	3950	131	S 36x5	S 36x10	Own 2R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 2R	A	4	Own	Own 2R	W	F	7.57	40.8	B	Own 2R	Mer	.....	Day	Non	6400
Amer. La France 7 Ton	4950	133	S 36x6	DS36x6	Own 3R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 3R	A	4	Own	Own 5R	W	F	8.8	47.8	B	Own 3R	Mer	.....	Day	Non	8400
Amer. La France 10 Ton	5500	133	S 36x6	DS40x6	Own 5R	4-4¾x6	36 1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B	Own 5R	Mer	.....	Day	Non	9400
Amer. La France 13 Ton	5750	133	S 36x7	DS40x7	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B	Own 5R	Mer	.....	Day	Non	9500
Amer. La France 15 Ton	6000	133	S 36x7	DS40x8	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	11.67	63.5	B	Own 5R	Mer	.....	Day	.....	9700
Armleder 30		115	S 34x4	S 34x6	Her OX	4-4x6	25.6	L	PC	Non	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	½	8.8	47.8	A	Tim	Mar	Ros	Smi	Fir	4100
Armleder 50		116	S 36x4	S 36x8	Bud EBU-1	4-4¼x5½	28.9	L	PC	Han	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	9.25	49.5	A	Tim	Mar	Ros	Smi	Fir	5100
Armleder 70		119	S 36x6	S 36x12	Bud YBU-1	4-4½x6	32.4	L	PC	Han	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	12 0	64.2	A	Tim	Mar	Ros	Smi	.....	7000
Autocar HT		106	S 34x5	S 36x8	Own Y	4-4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos-A	L-N‡	P. Own	Own Y	A	4	Spi	Own H	R	F	8.5	51.0	A	Own H	.....	Ros	.....	.....	5850
Autocar HST		108	S 34x5	S 36x10	Own Y	4-4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos-A	L-N‡	P. Own	Own J	A	4	Spi	Own J	R	F	9.89	72 0	A	Own J	.....	Ros	.....	.....	6750
Autocar MT		110	S 34x6	S 36x12	Own M	4-4½x5½	32.4	L	SP	Pha	Own	Str	G	Bos-A	L-N‡	P. Own	Own B	A	4	Spi	Own M	R	F	10.92	79.6	A	Own M	.....	Ros	.....	.....	7400
Diamond T T3T		119½	S 36x3½	S 36x5	Her OX	4-4x5	25.6	L	PC	Mer	G&O	Str	V	Apo	Non	D Cov	Cov JUC	U	3	Spi	Tim	W	½	8.75	31.7	A	Tim 1452	Mat	Ros	.....	Non	.....
Diamond TU4T		129¼	S 36x4	S 36x8	Her K	4-4¼x5¾	28.9	L	PC	Mer	G&O	Str	V	Apo	.....	D. Cov	Cov RAD4	A	4	Spi	Tim 65600	W	F	9.25	48.1	...	Tim 1544B	Mat	Ros	.....	.....	5940
Diamond T K2T		118⅞	S 36x5	DS36x5	Her L	4-4½x5¾	32.4	L	PC	Mer	G&O	Str	V	Apo	Non	D. Cov	Cov SB	A	4	Spi	Tim 65600	W	F	10.33	52.4	A	Tim 1632B	Mat	Ros	.....	Non	.....
Diamond T S2T		145	S 36x6	DS40x7	Her G	4-4¾x5½	36.1	L	PC	Pie	G&O	Str	G	Apo	A-L	D. Cov	B-L 60 Max	A	7	Spi	Tim 6760D	W	F	11.6	110.7	A	Tim 17300	Mat	Ros	Day	Non	.....
Federal LD		121	S 36x4	DS36x4	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	D-R	P. B&B	B-L 55	A	7	Pet	Tim 65600SP	W	F	8.50	80.75	B	Own	Mat	Gem	Day	Non	5000

Gasoline Tractor Trucks—Cont'd

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